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Volume CCXXVI No. 2945

The SPHERE, London, September 8, 1956

The SPHERE

with which is incorporated THE GRAPHIC

A NEW VERSION OF THE VICKERS VISCOUNT—THE VISCOUNT 800 WAITS ON THE RUNWAY AT LONDON AIRPORT BEFORE MAKING A DEMONSTRATION FLIGHT: This is the latest model of Britain's most successful airliner, and is bigger and more economical than previous versions. The passengers' cabin is 9 ft. longer than hitherto, so it can accommodate up to seventy passengers, against fifty which is the most that can be carried by the Viscount 700, the type currently in service.

The original prototype of the Vickers Viscount, the world's first turboprop civil airliner, first flew in 1948. Since then, it has become one of the most renowned and successful airliners ever to fly. It has also become far bigger and faster than the original thirty-two-passenger, 300-m.p.h. machine. Over thirty airlines throughout the world have ordered Viscounts. Fourteen lines are already flying them. Three hundred and fifty-odd are at present on order, and 138 are already in service. The biggest single order, for seventy-five aircraft, has come from Capital Airlines in the United States. The type currently being delivered is the 700, which first flew in 1950. The prototype of the new 800 first flew earlier this year, and some of the Viscounts on order will be of this model. Seven machines a month are being produced at the Vickers-Armstrongs factory, but plans are being made for doubling this output, for this outstanding machine is selling at the rate of about one every other day. Although the 800 is bigger and heavier than earlier models, it has approximately the same fuel consumption.

Postage—Inland, 3d.; Canada, 1½d.; Elsewhere Abroad, 2½d.

A UNIQUE HARVEST

CUTTING TEASELS IN SOMERSET: The prickly flower heads of the plant which are used in dressing fine face cloths are being harvested in a field at Curry Rivel, near Langport. This part of Somerset is the last teasel-growing area in Britain.

A harvest which is unique in Britain is now being gathered in Somerset, between Langport and Taunton. Anyone passing the fields where the cutting is taking place might justifiably imagine that thistles were being garnered. In fact, the plants concerned are teasels, which are very much like thistles in appearance. Teasels have prickly heads and it is in these that their value lies. Their awns are used for combing or "teasing" the nap on fine-quality face cloths. On the coarser grades, wire brushes can be employed, but for the best grades teasels are a necessity. The flowers are cut by hand with crescent-shaped knives and gathered into bunches or "handfuls" which are tied by thongs. Then the bunches are attached to 10-ft.-high poles which in turn are stacked in racks to dry. The dried heads are stored until they are required by the cloth makers in the north of England. As with many other crops, teasel harvesters need fine weather for their work. About 200 acres of them are grown each year in Somerset. They are cultivated nowhere else in Britain. The survival of the husbandry in this area is something of a mystery. Undoubtedly local traditions and skill coupled with the local conditions of the soil have been important factors.

On left—

HEADS ON A POLE: The teasel heads, which have been gathered in bunches or "handfuls," are tied to a 10-ft.-high pole. The poles hold an average of 1,250 heads, which are severed about 9 ins. down the stem of the plant.

Below—

A RACK OF TEASELS: The poles to which the heads have been tied are stacked in a rack to dry in the open before they are taken to storage. Eventually the plants will be sold to cloth manufacturers in the north of England where, mounted on teasel-gigs, they comb the nap on fine cloths.

RATES OF SUBSCRIPTION TO "THE SPHERE"

Orders for subscription to THE SPHERE *should be handed to any bookstall or newsagent, or addressed to the Subscription Department,* THE SPHERE, *Ingram House,* 195-198, *Strand, London, W.C.2. The rates for* 12 *months, including Christmas Number, for Great Britain and Eire, are* £6 1*s.* 6*d.*; 6 *months and Christmas Number,* £3 3*s.*; 6 *months without Christmas Number,* £2 18*s.* 6*d. For Canada the rates for the same periods are* £5 14*s.* 6*d.* (*or* $16), £2 19*s.* 6*d. and* £2 15*s.*; *and for elsewhere Overseas* £5 19*s.* ($16 50 *cents in the U.S.A.*), £3 1*s.* 9*d. and* £2 17*s.* 6*d. All terms above include postage.*

A London Newsletter

195-198, STRAND, W.C.2.

Evolution of a Conference.—The Suez Conference ended its first phase in a majority expression of views, which a Commission of five has presented to Colonel Nasser. It was an interesting experience to observe the slow and reasonably peaceful unfolding of the Conference, in a holiday spirit, without the aid of wireless and up-to-date newspaper reports. As the days went by, some of the chief expectations of a fortnight ago as to how the meeting would proceed were falsified and the feeling that time was on Nasser's side was not borne out. I expected much more controversy and bitterness, but two weeks of talk seemed to have clarified the issue and united those who support in principle, and those who oppose Nasser's actions in certain vital propositions. These propositions seem to be:—1. The Canal has by a century of use by many nations acquired a prescriptive right to be and to remain an international waterway which must never be under the sole control and whim of one nation or leader. 2. The sovereign rights of every nation, big or small, entitle it to nationalise institutions in its territory, but such rights are not absolute. A nation, like an individual under most systems of Law, must so handle its land and installations as not to cause injury to its neighbours. (E.g., you must not leave an evil-smelling refuse-heap on your party fence which fouls the air of your neighbour's back yard—a simple domestic example which equally controls international usage of property.) 3. Britain was not unjustified in taking military precautions in so far as those precautions were taken to safeguard the lives and property of nationals living in the danger area. Britain is (broadly) acquitted to-day of having taken these measures as a bluff or with an ultimate intention of employing force. Indeed, the use of force for any purpose but that set out above is accepted as unthinkable. 4. The right of a small minority to veto the majority resolutions was rejected by all but Russia. These four main points established, Time has benefited the powers which oppose Nasser's *coup* and has weakened Nasser's case and justification. Pakistan's contribution to the debates clearly indicated that time has benefited the cause of the Canal users. The solution—the working out of any result of the Conference—remains obscure, but it is made rather less susceptible of *impasse* by time and its second thoughts. Mr. Gaitskell's appreciation of the situation suggested that our official Opposition had little to criticise in the actions of the Government and in the latest pronouncements of Messrs. Selwyn Lloyd and Dulles. The final question for our Government and for the Conference was how best to convey to Egypt the Conference's conclusions. The Commission of five was decided on, and whatever the result, a special meeting of the U.N. is likely to follow. For if Nasser accepts the conclusions, the ægis of the U.N. alone can remove his and his supporters' suspicions, and if he should refuse, only the U.N. can cope with the new situation which will arise.

Business Done.—But, of course, at the time of writing it is wildly optimistic to suppose that time will now continue to fight on the side of peace and the Canal users. Nasser's consent to meet the Commission was hedged with conditions which stopped short of banging the door again, but he may pull out every delaying device in the box of tricks of Eastern diplomacy, and those who support him, directly or obliquely (and Russia obviously among them), may help to prolong the settlement with all the inherent risks of an incident leading to another explosive situation. Nevertheless, he clearly realises that only by accepting compromise can he escape the economic perils which now threaten Egypt. To my mind (uninformed and behind the times as it is and must be this week) the chief virtue of the late Conference lay in the discovery or acceptance internationally that a majority opinion of civilised nations, constitutionally arrived at, still carries weight and influence in a world largely given over to lawlessness and at the mercy of the reckless actions of individual dictators. That established fact is a feather in the cap of our Premier who convened the Conference and is a proof—badly needed—that the seeds of a world organisation to settle disputes by peaceful means are not yet incapable of germinating, despite the failures of the League of Nations and the withering leaves of U.N. It may appear ingenuous to display this small bunch of grapes from the promised land but I had begun to wonder whether in this lawless world any such hope of refreshment lay beyond the horizon. Sir Anthony and his Conference have put the promised land once more on the map and "more will be known of this new continent" when Mr. Menzies and his party return to civilisation—with or without a bunch of grapes.

Generous Terms to E.O.K.A.—The transcending interest in the Suez question had for some time overshadowed the Cyprus problem, but has not reduced its complexity. Now, the terms offered to the terrorists leave the ball at the feet of the Greek Government. Bereaved relatives, whose sons and lovers have been brutally murdered, may find it hard to accept the Christian principles of forgiveness carried to such lengths in an international matter and in such conditions, and to accept it that those lives have not been sacrificed in vain if a peaceful settlement of the Cyprus problem can be achieved. Such a settlement is as yet worlds away. The terrorists have already scorned the offer. But a closed door is set ajar, and it is now up to the Greek Government to open it wider and to influence E.O.K.A. If it accepts the "gift" of the terrorists reprieved from the penalties for their crimes, it is accepting back its own protégés; if it refuses, it is acknowledging the continuance of the fight and the methods of waging it. But the Greek Government knows that the terrorists are now fighting a losing battle, which, if continued, can have but one end. It knows also that a majority of Cypriots are sick and tired of constant alerts and terror and long for peace at almost any cost. The troops now available in Cyprus could (and no doubt, if necessary, will) put paid to the terrorist organisation in double quick time, if Greece proves unwilling to co-operate, and our own Government must have grounds for hoping that its gesture of generosity is also a business proposition. The Archbishop's return or non-return should not be a wrecker of the proposal. It is generally recognised (and recent proofs shockingly confirm it) that in this bitter crisis the intervention of the Church has been the major factor in the long-drawn-out tragedy. Greece has much to lose in international consideration if she backs the terrorists to continue a hopeless and bestial struggle.

DR. JOHNSON RETURNS TO GOUGH SQUARE

THE DOCTOR HOLDS A SOIREE: Mr. V. Smith, dressed in eighteenth-century costume as Dr. Johnson, gives a helping hand to a guest as a coach arrives at his house for a soiree. The occasion was held to mark the inauguration of the fifth Kensington Antique Dealers' Fair. The soldier is Mr. Gordon Hand, and the lady, Mrs. Geoffrey Van. On the coach is her husband.

Vicious Circle.—Certainly the motor-car in Britain presents quite a problem. There are those who dislike wasting time in queues and bottlenecks; who say there are too many of them. Others say that there is urgent need of replacing many cars with newer models whose brakes can be relied on, and certainly my experience on the road north suggests that too many drivers nowadays drive their cars too soon or too long. Then there are the Chancellor and the Board of Trade who regard the motor industry as a fine source of revenue and a mighty factor in our attempt to balance exports with imports. Within limits imposed by fear of inflation, they smile on production. So do those whose business it is to produce cars, whether at the benches or in the board-rooms. The problems of redundancy worry them. And so they have devised a new scheme, emanating from the Standard Company, to woo the motoring public to invest in more new cars. The "Rent-a-car" idea is a way of dodging the "never-never" restrictions

and substituting car-hirers for car-buyers-on-the-instalment-system, and it is likely to be popular. But it does not seem probable that any new idea is likely for years to come to achieve a triple record, to make motoring safer and cheaper and to find a cure for redundancy at the works. Take "cheaper": on the very day the new "Rent-a-car" idea was released came reliable news that the insurance companies were faced with the urgent necessity of increasing their premiums again and this time by an enormous amount. In the past years, claims made on them have increased alarmingly. The chances of one's car being telescoped in an authorised car park by some inexperienced driver are in holiday time about even money and the road you take is milestoned with crashed vehicles. Only the other day my own premium stood at £11 odd. Now it is just under £20. To-morrow I am promised a rise of about 30 per cent. It doesn't look like cheaper motoring to-morrow. It doesn't look like safer motoring next holiday season when our roads will still be death-traps. And in the long run, with prohibitive costs in owning or renting a car, it doesn't look like dodging redundancy at the works.

Aftermath of a Disaster.—I was interested in seeing the devastation caused by the recent floods in Nairnshire and Morayshire. The famous Moray floods of 1829 still bulk very large in local history and the recent disaster equalled many of its records. This area of Scotland best known to me from youth up has in the last three years suffered some extraordinary misfortunes through gales and drought and flood. Two years ago, the winds laid a trail of devastation in woods and plantations. The drought of last summer set the moors afire over a great extent of country and the fire burned deep into the heather, and this summer the floods have caused as yet uncountable damage to farmlands, rivers and properties of all kinds. Yet the area is normally notable for its equable climate and small rainfall. A certain amount of conditioned assistance was available after the gale disaster. The drought disasters had to rely largely on local initiative. The recent flood disasters, once the damage is assessed, will require all the outside assistance that can be squeezed out. Beside the Nairn river and the burns that feed it, I have seen whole farms utterly ruined; miles on miles of fencing must be made good, roads repaired and fields of growing crops written off for a season. The rivers and burns have sometimes changed their courses, and grazing meadows and gardens lie under as much as 2 ft. of heavy sand and enormous boulders, which still obstruct many by-roads, cottages and lanes. The Findhorn is a rocky river subject to violent spates and it is not surprising that it showed its power after a fall of 10 ins. of rain in a period of 48 hours. A mile out to sea at the worst of the flood, the Moray firth was stained a dark tan. The only redeeming feature was the comparatively small loss of animals. Unfortunately, this flood has been twice repeated since it occurred and much of the temporary river repairs have been already swept away.

The Wizardry of Propaganda.—If any new proof were needed to show the power of propaganda to whip up excitement to fever heat, I could have found it in the contrast between my interest in the fourth and the final Test matches. True, the Ashes were no longer in danger and the fall of rain rivalled the fall of wickets, but the players were largely the same. The fourth Test we won easily in reasonably comfortable time, but just because the wireless was all day long dissecting every ball bowled and the T.V. was visually unfolding the play for many hours each day, I could settle to no serious pursuit. I could not keep away from the boxes and the ups and downs of the game obsessed me for five days. I "enjoyed" the final Test with no such benefits and with no propaganda. I had no wireless, no T.V. The only newspaper I could get arrived each day about eleven o'clock, and though it was generous in its allocation of space to sporting events, it gave two pages to football and only a couple of inches to cricket. So it was that I waited a day and a quarter before I knew which side was batting and how it had fared. And I endured the suspense with perfect philosophy and without a tinge of impatience. In short, the final Test match meant no more to me than a match between two county teams at the foot of the table. Such is the wizardry of Arlottry to draw fools into a circle. But "fools" perhaps is not the *mot juste*. The excitement it produces is healthy enough and no one need complain of a ration of wholesome excitement in the drabness of modern life. Anyway, the cricket season of 1956 is drawing to a close and though it has not been a money-maker for the counties or for the benefit-takers, it has been notable for its records and has made several reputations. I am sorry for its passing. The weather this summer has drained some of the irony out of my "plea" for nine-day Test matches!

THE OLD STAGER

THEODORA LADY BRISTOL

In our last issue, we referred to the death of Theodora Lady Bristol. But it was her husband, the fourth Marquess, who died in 1951; we apologise sincerely to Theodora Lady Bristol for any embarrassment which she may have suffered as a result of our error.

RESTORING KING'S COLLEGE CHAPEL

SCAFFOLDING ON A CAMBRIDGE LANDMARK: The north-west pinnacle of King's College Chapel is now shrouded in scaffolding as stonemasons work on the delicate tracery at the top. This view of the chapel, taken from the lawns on the Backs, is one well known to visitors to the University. The restoration work on the pinnacle is part of an ambitious scheme to renovate all the stonework of the exterior of the fabric. The programme will continue gradually over a long period of time until the whole chapel, including the two pinnacles at the east end, has been refurbished. The chapel has been described as the finest example of ornate Perpendicular architecture in existence. It is notable in particular for its fan and lierne vaulting, the carving of the choir stalls, the wooden organ and the fine sixteenth-century stained-glass windows, which escaped mutilation during the Civil War. Milton, Wordsworth and Tennyson have all sung its praises. The foundation-stone was laid by Henry VI on July 25, 1446, the chapel completed in 1515. This was the only part of Henry's grandiose plan for the College carried out according to his will.

AT WORK ON THE GREAT NORTH ROAD

IRONING OUT A BOTTLENECK: Pneumatic drills tear up the roadway in Barnet High Street, which in the past has been one of the more notorious bottlenecks on the Great North Road. The narrow stretch of road will be closed to traffic for eight weeks, during which time several adjacent residential streets will become major trunk roads for the traffic to the North. The work is being carried out in conjunction with a £31,000 scheme for the repair and restoration in Barnet High Street.

"RUSSIAN MATCH ABANDONED": A notice is displayed at the White City Stadium informing would-be spectators of the cancellation of the Games between Great Britain and Russia, after the visiting team had withdrawn in protest against the issue of a warrant for the arrest of Miss Nina Ponomareva on a charge of stealing five hats from a London store.

STORM IN A TEACUP

The Athletic Games Between Great Britain and Russia are Cancelled in Protest Against the Issue of a Warrant for the Arrest of One of the Soviet Team

STATEMENT TO THE PRESS: Konstantin Krupin, leader of the Soviet athletics team, announces through an interpreter that his team is withdrawing from the Games at the White City. He was unable to give a satisfactory answer concerning Miss Ponomareva's whereabouts.

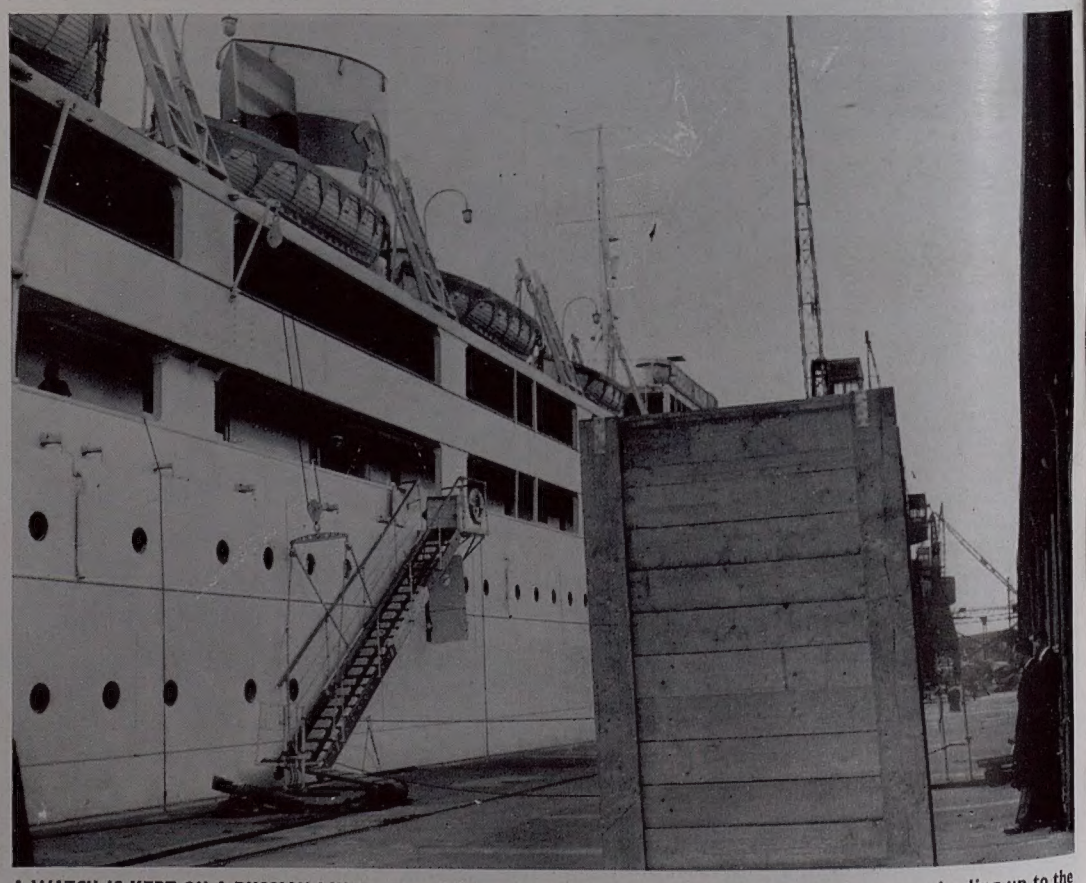
Nina Ponomareva, the Russian discus thrower, who had failed to appear to answer a charge of stealing hats worth £1 12s. 11d., from a London store was still missing last Monday and the police were continuing their search for her. She had been released on bail into the care of Mr. A. Startsev, the Russian Consul, after being charged at West End Central police station. Meanwhile, some of the Russian athletes who had come to this country to take part in the athletic match arranged against Great Britain at the White City flew home on Sunday in a Russian airliner from London Airport. The rest of the team followed on Monday in a K.L.M. Constellation airliner. A watch was kept for the missing athlete and a search was made on Sunday after the police had received a report that a booking had been made in her name on a B.E.A. flight to Copenhagen. The announcement of the Russian withdrawal from the Games was made by their leader, Mr. Krupin, who said in a statement that Miss Ponomareva had become "a victim of a dirty provocation, which was aimed at the blackmailing of this well-known and remarkable sportswoman." Later, the official Russian agency, Tass, issued a statement saying that Nina did not speak English, and that the Soviet Embassy in London had raised with the British Foreign Office the question of withdrawing the charge against Miss Ponomareva and stopping the case against her. Then, Mr. Harold Abrahams, honorary treasurer of the British Athletic Board, also made a statement and said: "What the Russians apparently do not understand is that the process of law in this country cannot be subject to political pressure. They seem to think that the action of courts can be influenced by political action." However, in spite of the withdrawal some members of the teams met at Hurlingham last Saturday and took part in an informal training session.

ANGLO-RUSSIAN ATHLETES MEET AFTER THE ANNOUNCEMENT: Gordon Pirie (left) and Chris Chataway (right) are seen in conversation with Vladimir Kuts after the news of the Russian withdrawal.

On right—

THE ATHLETE WHO WENT SHOPPING: Nina Ponomareva, the Soviet discus thrower, aged twenty-seven, was described in Mr. Krupin's announcement as "the outstanding athlete of the U.S.S.R., Olympic champion and the champion of Europe."

THE PRESIDENT OF THE AMATEUR ATHLETIC ASSOCIATION: The Marquess of Exeter (formerly Lord Burghley), leaves the Lancaster Court Hotel after talks with the A.A.A. He also saw Mr. Krupin.



A WATCH IS KEPT ON A RUSSIAN LINER: Two C.I.D. men stand a short distance from the gangway leading up to the Russian liner *Vyacheslav Molotov*, at the Surrey Commercial Docks, after Nina Ponomareva had failed to appear at Marlborough Street Police Court last week. The liner was due to sail for Leningrad later in the day.

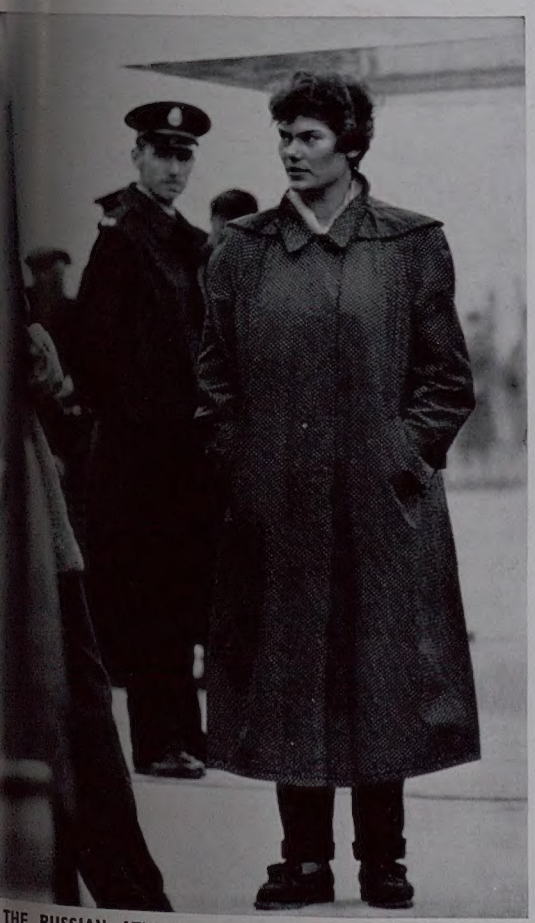
A TRAINING SESSION AT HURLINGHAM, SURREY: Diane Leather, Britain's half-miler (left), is seen with Lapshina (centre) and Lysenko last Saturday when several British and Russian athletes went to Hurlingham for an informal training session.

PASSING AWAY THE TIME AT THEIR LONDON HOTEL: Four members of the Russian team play billiards after their leader had announced their withdrawal from the Games. The Athletics meeting at the White City was sponsored by a Sunday newspaper.

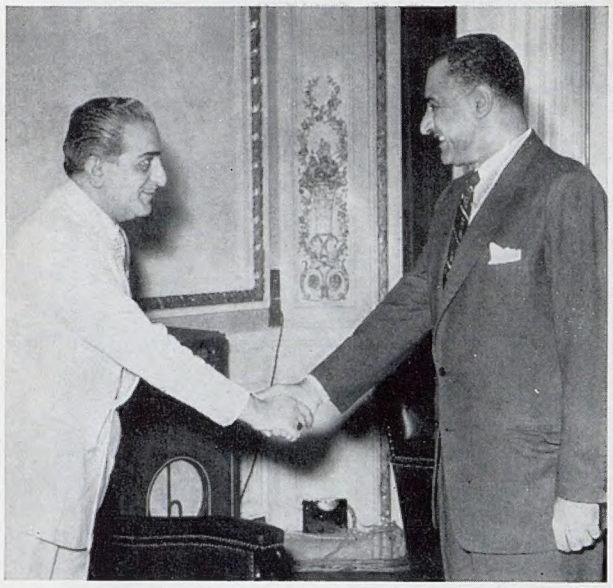
BRITISH AND RUSSIAN ATHLETES RUN TOGETHER: Taking part in a race during the informal training session at Hurlingham last Saturday are, from left—Derek Johnson, Valakin and Vladimir Kuts. The afternoon's sport was marred by rain and wind. Russian athletes later attended a film show in their Embassy.

On right—

A MUDDY AFTERNOON: Vladimir Kuts runs through muddy puddles during his afternoon's practice at Hurlingham.



THE RUSSIAN ATHLETES FLY HOME: *Left*—Virve Roolaid, the Soviet girl javelin thrower, waits at London Airport before going aboard a Russian TU-104 airliner (*on right*) to fly home. She was one of a small party who preceded the other members who flew home last Monday by way of Finland. The TU-104 airliner had come to this country with a delegation of Russian Air Force officers. Last Sunday some of the Russian athletes who were still in this country went on a sightseeing tour of Windsor.



NASSER MEETS THE INDIAN AMBASSADOR: The Egyptian President shakes hands with Aly Javar Jung, the Indian Ambassador in Cairo, when the latter called on him to present the minority proposal suggested by India at the London Conference and supported by the Soviet Union, Indonesia and Ceylon. The proposal calls for an Egyptian board of management to control the canal with an international advisory committee in a strictly subordinate position.

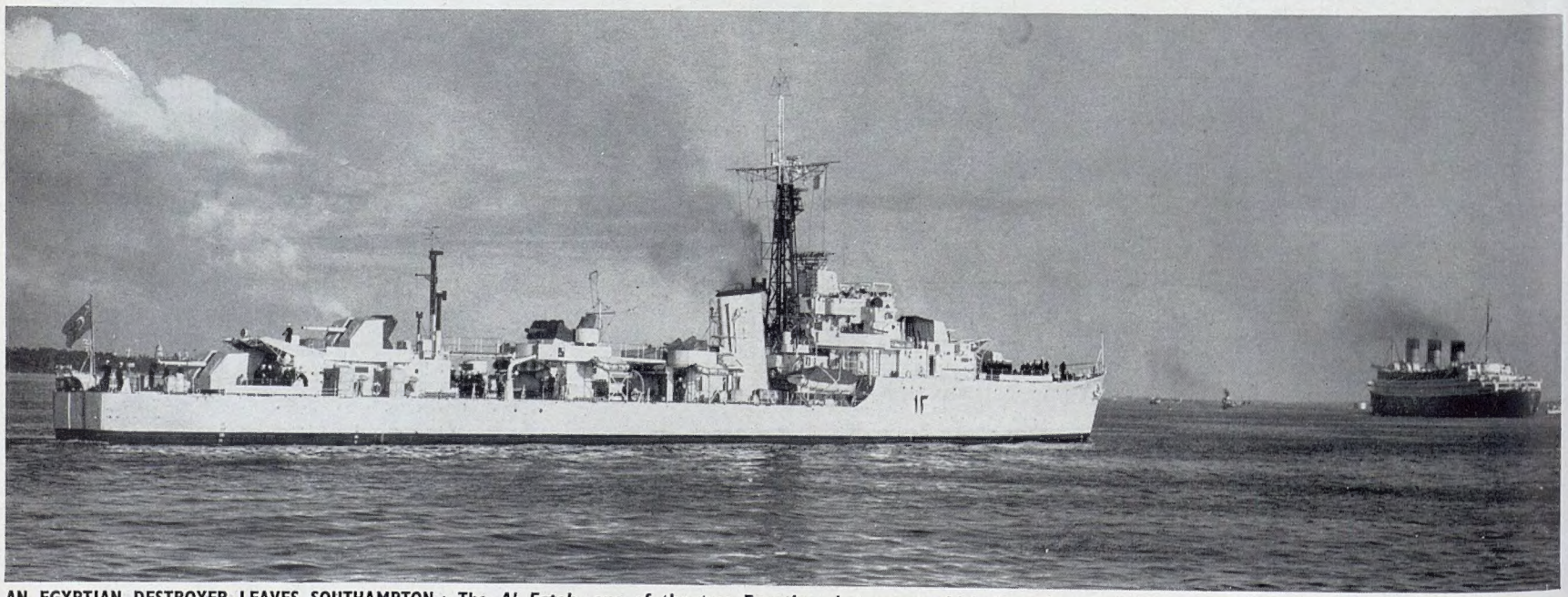
THE INDONESIAN FOREIGN MINISTER IN CAIRO: Seated at his desk in the Presidency, Colonel Nasser begins consultations with Ruslam Abdulghani, the Foreign Minister of Indonesia (in armchair on left), who flew to Cairo immediately after the London Conference. On the extreme left is Mahmoud Latgoba, the Indonesian Ambassador.

SUEZ ARRIVALS AND DEPARTURES

A Survey of Recent Events From the Canal Zone

Two of the four countries which moved a minority proposal at the London Conference have stressed the fact that their views were their own and were in no way the representative point of view of the Egyptian Government. Both Mr. Krishna Menon, for India, and Sir Claude Corea, for Ceylon, have emphasised the importance of the waterway for the economy of their own countries, apart from its vital necessity to the Western powers. It was stated that the presentation of their minority proposal to Colonel Nasser was not intended as a rival to any other proposal. Sir Claude Corea expressed the "ardent hope" that the committee, led by Mr. Menzies of Australia, will succeed in its mission. He reiterated, however, the fact that the basic difference between the attitude of his country and that of the majority powers is such that Ceylon cannot ally itself to the proposal of the latter body.

THREE JOURNALISTS EXPELLED FROM EGYPT: Anne Sharpley, of the *Evening Standard* (*on left*), Eileen Travis, of the *Daily Mail* (*centre*), and William Stevenson, of the *Toronto Star* (*on right*), have been expelled from the country by the Egyptian Government for alleged propagation of falsehoods and not adhering to honest and objective reporting. No specific reason was given for the expulsion order but Stevenson was arrested twice during his stay in Egypt for trying to see General Neguib.



AN EGYPTIAN DESTROYER LEAVES SOUTHAMPTON: The *Al Fateh*, one of the two Egyptian destroyers which have been refitting and equipping in British ports, slips out of harbour down Southampton Water in the wake of the *Queen Mary*. The destroyer sailed without drawing ammunition or torpedoes. Several days ago the other destroyer, the *Al Quaher*, also purchased from the Royal Navy, put to sea from her Portsmouth berth. Neither of the vessels is in a state of readiness.

MR. MENZIES IN CAIRO

The Five-Man Suez Committee Arrives for Talks with Colonel Nasser

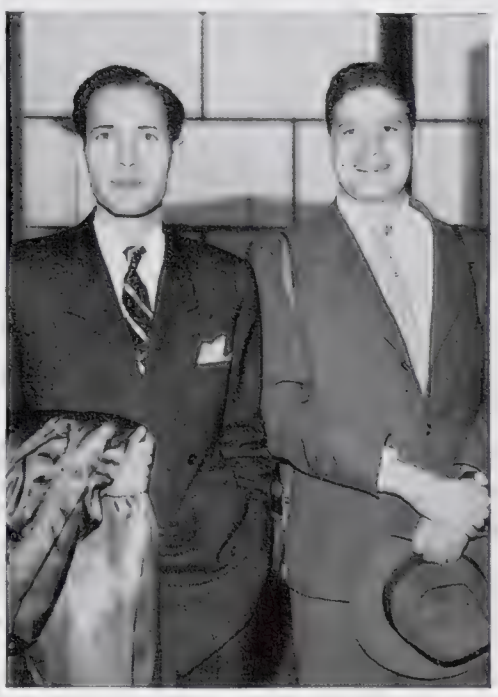
The outlook for the Cairo talks was not given very favourable omens on the day of the arrival of the five-man committee. In addition to a very cool welcome reserved for the Australian Prime Minister on his arrival at Cairo Airport, Colonel Nasser reiterated in an official statement that Egypt would not accept any compromise on the operation of the canal. This is diametrically opposed to the theme of the proposals that Mr. Menzies is to present to the Egyptian Government. It seems that the only international element Colonel Nasser is prepared to accept is some vague advisory body whose executive power would be non-existent and whose advice he could comfortably ignore. The essence of the Western proposals is that Egypt's promise to maintain freedom of navigation in the spirit of the 1888 Convention cannot be accepted without adequate guaranties. In addition, the majority powers of the London Conference claim that Egypt cannot properly run the canal without an international staff of experts. Sole Egyptian control would make the control of this staff almost impossible. On his departure from London Mr. Menzies emphasised that the conflict was not based on a question of sovereignty.

MR. MENZIES AT CAIRO AIRPORT: The Prime Minister of Australia leaves for the Australian Legation in Cairo after his arrival by air from London. The minimum amount of courtesy was offered by the Egyptian Government at the airport and very few police precautions had been taken to prevent the hundreds of cameramen and reporters from invading the tarmac. A Prime Minister is usually met by a Foreign Minister or above. The only official greeting at the airport was from the city Governor.

Below—

MR. KRISHNA MENON CALLS ON NASSER: The Indian delegate to the London Conference leaves the President's office in Cairo accompanied by Colonel Nasser after a meeting. India was one of the four countries which proposed a minority solution in London. The other three countries were the Soviet Union, Ceylon and Indonesia. Mr. Krishna Menon has stated that the feeling of the minority powers is that since the canal is in Egyptian territory, then Egypt has the right to nationalise it.

THE UNITED STATES REPRESENTATIVE ON THE COMMITTEE: Mr. Loy Henderson, American Under-Secretary of State for Near Eastern Affairs, arrives in Cairo with the rest of the committee which is to meet the Egyptian Government. On the left is Mr. Henry Byroade, the United States Ambassador to Egypt.



DIPLOMATIC ARRIVALS AND DEPARTURES: *On left*—Two British Embassy officials expelled from Egypt, Mr. J. B. Flux (on left, wearing hat) and Mr. J. G. Gove, carrying his son, arrive at London Airport. *Right*—The two Egyptian diplomats who were expelled in protest against the move leave London.

THE LATEST NEWS FROM CYPRUS

The Arrival of French Troops on the Island and the Recrudescence of Terrorism

"BIG BERTHA" OVER NICOSIA: A 90-ft.-long barrage balloon, nicknamed "Big Bertha," is the latest weapon to be used against the terrorists in Cyprus. It was officially announced that the balloon with its two observers was being used to check traffic conditions, but its primary object is clearly to enable a watch to be kept on the surrounding countryside and the narrow alleys and side streets of Nicosia. Hitherto, the complex network of these streets and alleys has been one of the terrorists' biggest assets, enabling them to disappear at a moment's notice after their murderous attempts. Both military and police personnel will man the balloon to act as observers. There is a telephone link with the ground.

FRENCH TROOPS ARRIVE IN CYPRUS: General Ledaure, of the French Air Force (second from left), confers with a group of Royal Air Force officers at the encampment which has been built for the French troops near Famagusta. Chartered cargo vessels continue to arrive off the island bringing more troops and their stores and vehicles. Most of the elements come from the French divisions engaged in active war against the rebel fellagah in North Africa.

FRENCH PARATROOPS IN FAMAGUSTA: Three members of a French parachute regiment eat grapes bought from a Cypriot stall soon after landing in the harbour. Two camps have been prepared for them.

THE BISHOP OF KITIUM CONFINED TO HIS RESIDENCE: The acting head of the Greek Orthodox Church in Cyprus, Bishop Anthimos of Kitium, stands on the balcony of his house at Larnaca, under armed guard. He was confined to his residence after the revelation of the contents of the diary recently captured from General Grivas. The Bishop was among several members of the Orthodox Church on the island to be implicated in the terrorist activities, the day-to-day chronicle of which had been kept in the diary. Since the deportation of Archbishop Makarios, shown in the diary to be the prime instigator of the E.O.K.A. movement, Bishop Anthimos has been the acting head of the Orthodox Church in Cyprus.

AFTER A GUN BATTLE IN A NICOSIA HOSPITAL: A woman and her child pass through a barbed-wire barricade as they leave the Nicosia Civil Hospital following a gun battle between two British security officers and three E.O.K.A. terrorists. The officers and three warders were taking a captured terrorist for treatment when an attempt at rescue was made by three other terrorists. One of the security officers, two terrorists and a hospital dispenser were killed.

THE SOLEMN REQUIEM MASS IN WESTMINSTER CATHEDRAL: The candlelit bier of His Eminence the late Cardinal Bernard Griffin lies bathed in two shafts of sunshine from the upper windows of the dome as Mass is celebrated for the repose of his soul. At the foot of the altar Cardinal Liénart and Cardinal McGuigan kneel awaiting the solemn moment of the Consecration. The Requiem was followed by a procession escorting the coffin from the Cathedral and to the crypt where the private depositing of the body took place.

THE BURIAL OF A CARDINAL

The Cardinal Archbishop of Westminster is Laid to Rest in the Crypt of his Cathedral

Much public attention has been focused on this striking picture taken during the Requiem Mass in Westminster Cathedral for the soul of the late Cardinal Archbishop. The picture was widely reproduced in the national Press. The dramatic splendour of the setting with the shafts of sunlight falling either side of the bier is clearly brought out in the reproduction above. The windows of the retrochoir above the altar were blacked out and whenever the sun slipped from behind the clouds two shafts of strong light streamed down from the windows in the dome flooding the bier with sunshine. The chanting of the *Dies Irae* was given added symbolism when the light reappeared exactly at that moment after an absence of several minutes. The Requiem Mass took place before some 4,000 clergy and laity, including the Apostolic Delegate, Archbishop O'Hara, and the Earl Marshal of England, the Duke of Norfolk, who is the leading Roman Catholic layman in this country. Among the members of the Catholic Hierarchy from all over the world who attended the funeral were Cardinal Liénart, Bishop of Lille, and Cardinal McGuigan, Archbishop of Toronto, together with the Bishops representing Cardinal Feltin, Archbishop of Paris, Cardinal Frings, Archbishop of Cologne, and Cardinal Van Roey, Archbishop of Malines.

STRENGTH FROM THE HILLS

The Splendid Amenities of the Snowdon National Recreation Centre at Capel Curig, in Wales

By ELIZABETH COXHEAD

PLAS Y BRENIN OFFERS FINE OPPORTUNITIES FOR CREATIVE LEISURE: The tall building surrounded by trees in the centre of the picture is Plas y Brenin ("The House of the King"), the Central Council of Physical Recreation's Centre at Capel Curig, in North Wales. In the background rise the four peaks of Snowdon. From left they are—Lliwed, Y Wyddfa, Crib Goch and Crib y Ddysgl. The small cottage in the centre foreground was once a toll house on the Holyhead road. At Plas y Brenin, which was opened last year, the Central Council of Physical Recreation holds courses in the basic arts of mountain living.

"CREATIVE LEISURE" was a phrase used by the Duke of Edinburgh, the President of the Central Council of Physical Recreation, in his television programme on its behalf. It sums up the aims of the organisation and nowhere is it better exemplified than in its application to holidays in the hills.

Formed twenty-one years ago to co-ordinate the other bodies offering physical training to youth, and to provide them with instructors and coaches, the C.C.P.R. soon felt the need for training-centres of its own. Bisham Abbey, near Marlow, was opened in 1946 to give training in sports and games; Glen More Lodge, in the remote Cairngorms, in 1948, to teach mountaineering and outdoor activity; and Lilleshall Hall, in Shropshire, as a second games centre in 1951. But the desirability of a centre in the much more accessible mountains of North Wales was evident, and a gift of £60,000 as the Council's share of the King George VI Memorial Fund furnished the means.

Justin Evans, the Council's Welsh-born deputy secretary, scoured his native hills, looking at this castle and that mansion. Quite by chance he learned that the Royal Hotel at Capel Curig, one of the most famed mountain hostelries in the country, might be for sale. Negotiations went successfully through, the hotel was rechristened by the equivalent Welsh name of Plas y Brenin ("The House of the King") in tribute to its foundation, and opened as the Snowdon National Recreation Centre in July 1955. The President's visit in June last set upon it the seal of Royal encouragement.

Yet for all the publicity it received on that occasion, and the fame of its chief instructor, John Disley, one of our brightest hopes for the Olympic steeplechase, the functions of Plas y Brenin are still not much understood. "One of those youth movements," people say vaguely, or "A sort of Outward Bound." It is true that its staff give courses to girls from Outward Bound, and also to Scouts, Guides, the Boys' Brigade, teachers, university students, the Services, and other organised groups of various kinds. But a good proportion of its time in the school holidays is reserved for open mixed courses, which anyone under the age of thirty-six may join.

For six guineas a week, students have all the amenities of a first-class hotel, plus skilled instruction in the basic arts of mountain living. The fee does not anything like cover the cost of running the Centre, and probably represents the country's best holiday bargain at the moment. Small wonder that the remainder of this year's open courses are fully booked, and bookings are already coming in for next year's, which start with winter mountaineering at Christmas and Easter. (Bookings are made through the Council's London office, at 6, Bedford Square.)

I visited Plas y Brenin when a typical open course was in progress, and found fifty absorbed and excited people. The sexes were about evenly balanced, and comprised a complete professional cross-section, from a schoolboy of seventeen to an electrical engineer of thirty-five. Teachers and secretaries were well represented, and there were also a farmer, a quantity surveyor, two laboratory technicians, two builders, a compositor, a factory manager, and an industrial artist.

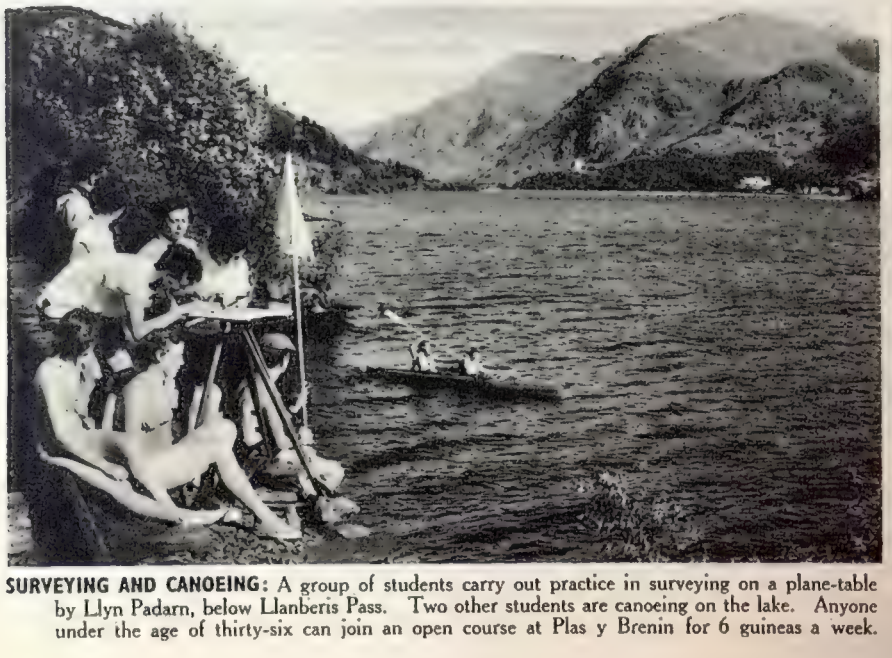
The house itself is a fascinating old building, originally a coaching inn on the Holyhead road, and added to at many times. The Scots pines of its lovely garden frame the classic view of Snowdon, the four peaks grouped across the twin lakes. Furnishings preserve the charming early-Victorian character of the hotel ("Just like Balmoral," chuckled the Duke of Edinburgh when he saw the red and blue Turkey carpeting in the corridors).

THE CHIEF INSTRUCTOR: John Disley, the Olympic athlete and chief instructor at Plas y Brenin, rock climbs on the "Capel Pinnacles."

But the Council has installed the last word in the way of showers and drying-rooms, and a store in the basement holds some £5,000 worth of tents, canoes, ropes, boots, skis, ice-axes, camping gear, anoraks and "Mae Wests." The hire of boots or anorak will cost the student half a crown a week, and everything else is lent free. Such largesse is without parallel in mountain centres, and means that no one need invest money in equipment before ascertaining that these are sports he is really going to enjoy.

Each course arrives on a Saturday evening, and the first two days are given to basic instruction in the four main activities of the Centre. One half-day is spent rock-climbing under John Disley's eye on the "Capel Pinnacles," a line of outcrops ten minutes' walk away, which form a fairly tough initiation, so polished have their holds become by the passage of innumerable boot-nails. (It was here that the Duke witnessed the most press-photographed rock ascent in history.) Another half-day is given to canoeing on the twin lakes, which The third is spent pitching and striking five different types of tent on the hillside above the house and learning to use Primus stoves. The fourth is devoted to a lecture on map and compass.

By this time the student will have learnt to know the staff apart, and a remarkable set of people he finds them to be. Major Milton, the Warden, serves the Centre with an almost visionary fervour and is always looking for new additions to its scope. John Disley, a bundle of whipcord vitality, will rock-climb all the morning, disappear in his fast car in the afternoon, run perhaps against



SURVEYING AND CANOEING: A group of students carry out practice in surveying on a plane-table by Llyn Padarn, below Llanberis Pass. Two other students are canoeing on the lake. Anyone under the age of thirty-six can join an open course at Plas y Brenin for 6 guineas a week.

LEARNING TO PITCH A TENT: Major Milton, the Warden of the Centre, demonstrates the right way to pitch a tent on the hillside. All students are given instruction in the pitching and striking of five different types of tent and in the use of Primus stoves.

ONE OF THE MAIN ACTIVITIES AT PLAS Y BRENIN: Instruction is being given to newly-arrived students on one of the twin lakes which are part of the estate of the Snowdon National Recreation Centre at Capel Curig. *On left*—The specially designed trailer transports the canoes to camps on the surf-beaches of Anglesey.

On right—

A VISIT FROM THE DUKE OF EDINBURGH: His Royal Highness, who is President of the Central Council of Physical Education, watches rock climbing on the "Capel Pinnacles." The picture was taken during his visit last June.

Brasher or Shirley in London or Manchester, drive back through the night, and lead his students up Snowdon next morning.

Tim Aron, the expert in field studies and trekking, is also a first-class skier, and the inventor, at any rate as far as Britain is concerned, of the sport of sand ski-ing on the Anglesey sand-dunes, into which students will probably be initiated on a fine evening. (It is not the equivalent of snow ski-ing, of course, but one can run downhill for 30 ft. or so and learn kick-turns, and it is better practice than dry ski-ing in a gymnasium and much better fun.)

Sheila Deans, by profession a biologist, is a fine climber and all-round athlete, and Roger Orgill, the youngest of the four, is the specialist in canoeing and country-dancing. In addition there will probably be two or three voluntary instructors, who give up holidays to the Centre for the fun of the thing. Everesters may be met with among them, including Sir John Hunt and Dr. Charles Evans, who are both on the management committee.

A grasp of practical psychology is common to the team. "I like a mixed course, because when they 're scared I send the girls first and then the men have to follow," says Disley with a grin. Sheila Deans puts it rather differently: "Those who start by being a bit frightened usually come out best by the end of the week." In fact, infinite kindness and patience are shown with the nervous beginner, and there is no real risk. If you slip on the crag, you are held by the rope from above. If the canoe tips over, you are rapidly towed home and dried out.

On the third day, four groups split up. Everyone must spend a night out under canvas during the course, and can choose whether it shall be at a canoe-camp down by the sea, or at a mountain-camp 2,000 ft. up the hill. The Centre lorry, towing a specially designed canoe trailer (a source of much puzzlement to the passing motorist when it is empty), departs for the first canoe-camp, which may be down by the surf-beaches of Anglesey if Roger Orgill is in charge, or if led by Disley, will involve several miles of river canoeing to the Black Rock sands near Portmadoc. The first hill-camp party packs tents and rations into frame rucksacks, and makes the long pull up the Glyders, the Carnedds, or Snowdon. This is the toughest physical exertion of the week, but they have their reward—a night among the heather, very close to the stars, a romantically late breakfast in the sunshine, and a mere stroll to the top of the hill.

The other two groups spend the two days in more ambitious mountain walking, and then the roles are exchanged. I did not sleep at a mountain camp, being seduced by the comfort of the Centre's sprung mattresses, for which I am now sorry; but at any rate I was entrusted with the care of a group's best walkers on the Snowdon Horseshoe, "the finest walk in Britain," while John Disley took the less apt novices up the ordinary path. None of my six required more than moral support, and not much of that, but their delight in the airy knife-edge of Crib Goch, the oddments of rock scrambling on Crib y Ddysgl and the magnificent sweep of the Lliwedd slabs turned what is, for me, a fairly familiar expedition into a fresh and exciting one. This is the secret that keeps the staff's enthusiasm alive.

A MAGNIFICENT VIEW OF SNOWDON: The fine gardens of Plas y Brenin look over the twin lakes of the estate to the heights of Snowdon. This classic view will be remembered by many who visited the house at Capel Curig in the days when it was a hotel. The gardens were laid out then and have been carefully kept up by the centre.

The four days of camping and mountain-walking complete the course, and may include more rock-climbing if enough instructors are available. And in the evenings there are various diversions—the sand ski-ing, or country dancing, or a compass-orientation game devised by Disley, in the woods, which has all the thrill of a treasure-hunt, plus serious hazards of mosquito-bite. Or those who feel they have earned a drink at one of the village's three bars are welcome to seek it—an open course is allowed a completely adult liberty.

Experimentally, other activities are added. One course had the chance to learn fishing; another, in canoes, studied the movement of the tides in the Menai Straits for the Bangor Marine Biology Station; others have surveyed the growth of scrub and bracken in Nant Gwynant for the Nature Conservancy, and the waters of Llyns Padarn and Geirionedd for Manchester University. Pony-trekking (for which the coach-houses would provide ideal stabling) and underwater swimming are to be tried when the necessary equipment can be secured.

That his students should frequently be used by scientific bodies for the gathering of field observations is a development dear to Major Milton's heart. In this way, he maintains, they gain a real sense of adventure and exploration, as opposed to the perhaps rather artificial kind represented by rock climbing, and every amateur is proud to believe he is furthering the cause of science. Remembering the eagerness with which hundreds of them now engage in the much less interesting spadework of archæology, I must concede that he is probably right.

But essentially, the Centre's work will continue to be the fitting of people to move in, and appreciate, mountain country, and it certainly would not claim that a mere week's course leaves them with nothing more to learn. What its students take away are the rudiments, plus a knowledge of how they can follow up whatever turns out to be their bent—how they can continue seriously with rock-climbing, for instance, or join a canoe club.

And they also take the feeling and flavour of a dozen different outdoor exertions, and the sense that Nature is neither a painted backcloth, nor a mere gymnasium, but a book which grows ever more rewarding as it is more deeply read. They will have apprehended at least a few of the ways in which strength can come to us from the hills.

LATE SUMMER IN AND OUTSIDE PARIS

A Commentary on Some Recent Events in France and its Capital

By GEORGE SLOCOMBE

PARIS, SEPTEMBER

THE Abbé Breuil, who has staked his reputation as the leading world authority on prehistoric art, is still in the centre of one of the most fascinating controversies of modern times. This concerns the authenticity of the mammoths, rhinoceroses and other animals painted on the roof and walls of an immense cavern at Rouffignac, in the valley of the Dordogne.

Eighty years old, deaf as a post, but as vigorous and lucid as the two young prehistorians who discovered the 113 amazing drawings at Rouffignac, the Abbé has taken off his priest's robe and has put on the corduroy riding-breeches, leggings and stout nailed boots of a cave explorer to plunge enthusiastically into the hottest dispute of his long career.

Since the fifteenth Prehistorical Congress was informed of the discovery two months ago by a young Toulouse university professor, Louis-René Nougier, and his associate, Romain Robert, President of the Prehistoric Society of the Ariège department, what started suspiciously like a Pickwickian comedy between rival antiquarians has taken on the dimensions of a national and even international controversy. The leader of the critics is Sévérin Blanc, Director of Prehistoric Antiquities for the region, who naturally resents the intrusion of outsiders on his own hunting-ground.

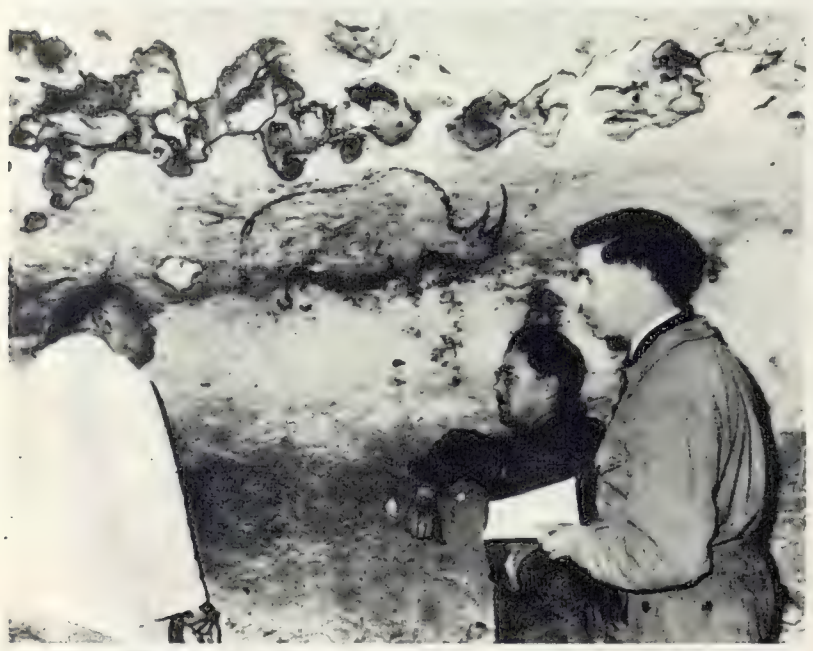
Meanwhile, one man has nothing to lose by the dispute—the proprietor of the land in which the cavern is sited. This fortunate man lost no time in walling up the entrance to the cave and installing a barred iron gate. Until the barrier was installed, his son stood guard over the prehistoric treasures with a loaded shotgun. Both father and son are now happily expecting a flood of fee-paying tourists, for Rouffignac is even more sensational than the famous grotto at nearby Lascaux, which I visited several years ago when the Abbé Breuil was busy recording and copying its drawings.

THE FISHING PORT OF HONFLEUR: This ancient port in Calvados remains one of the most beautiful and picturesque France. It was taken by Edward III in 1346 and changed hands several times during the Hundred Years' War until the English were finally expelled in 1440. The inner basin, for long empty, is now full of water at all tide

The critics of the Rouffignac discovery claim that the cavern has been known since before the war, and that no drawings had previously been seen on its roof or walls. During the German occupation the cave was occupied by a group of Resistance fighters, and it is suggested that an artist among them may have amused himself by making the drawings with the aid of an acetylene lamp. But to this the Abbé Breuil, himself a skilful artist, and an Italian prehistorian, Professor Graziozi, of Florence, retort that the cavern is nearly a mile long, full of narrow passages and still unexplored recesses. The Abbé himself visited the cavern in 1938, but was then in ignorance of the drawings, which are found 800 yards from the entrance.

To the partisans of Rouffignac the perfection of the drawings, their delicacy of line and sureness of detail, are the best proof of their authenticity. The frieze of mammoths—eleven great tusked animals shown in solemn procession over a rock-face 9 yards long—could have been composed by none save a great natural artist who had actually seen the animals in real life. If some unknown Picasso drew the mammoths, the rhinoceroses, the horses and the other figures as a sly joke on the prehistorians, he has not yet come forward to receive recognition of his genius, nor has any modest member of the underground Resistance claimed the merit for such an astonishing feat.

The Abbé Breuil believes that the drawings were done between 20,000 and 40,000 years ago. This Rouffignac cavern takes the veteran priest one stage further in a remarkable career of prehistoric studies which include the neighbouring caves at Lascaux and Les Eyzies, the famous Spanish caves at Altamira and researches in Africa and South America. When I was at Lascaux the Abbé had just returned from South Africa, where he had been the guest of the late Field-Marshal Smuts. The Abbé had told Smuts of his studies of the Bushman drawings on rocks in the desert, the most impressive of which, made on the inner face of an overhanging rock and so protected during many centuries from effacement, showed a *White Queen* surrounded by black courtiers. Smuts told the Abbé that this discovery confirmed his long-held belief that the origins of the human race would one day be traced to Africa.



THE PREHISTORIC CAVE PAINTINGS AT ROUFFIGNAC: The Abbé Breuil (on left) examines the painting of a rhinoceros in the grotto at Rouffignac, in the Dordogne. It is believed that the work was done between 20,000 and 40,000 years ago.

On one of the sunniest days of this precarious summer I drove up to Honfleur, one of the oldest and most beautiful fishing-ports in France. The inner basin of the port, long empty save for mud and rotting boats, has been cleaned out and the basin is now full of water at all tides. Two gay little British sailing-boats were tied up to the quay facing the narrow old slate-faced houses and the queer brown-tiled and flint structure called the Amirauté.

Honfleur is one of the few places on the coast within twenty miles of Deauville that shows no signs of aggressive modernity. Even the inevitable orange tents of campers, that otherwise jealously-guarded Deauville has not been able to avoid, are discreetly parked among verdure under wooded cliffs, and out of sight of the town. The ancient port, with its incomparable array of old houses, high and narrow, huddled together for mutual security, and the narrow bridge over the lockgates which close the inner harbour, have been painted by innumerable painters. Artists from Boudin and Jongkind to Courbet and Claude Monet, and dow to Raoul Dufy and Othon Friesz have found inspiratio here. Every summer the artists of Honfleur exhib their works, in the company of those of their gre predecessors, in a Salon held in the picturesque ol Grenier au Sel.

On the road back to Paris I stopped for the first tim at the ruins of the ancient Norman Abbey of Bec Helloi which played a notable part in English history. The Abbey was founded by a Benedictine monk called Herluin, and was in its heyday one of the richest and most powerful in Europe. One of its Abbots, Lanfranc, became William the Conqueror's first Archbishop of Canterbury. Others went to England after the Conquest and built some of our finest churches. At least one Abbot became Pope, according to the inscription on a large mosaic plaque placed by British subscribers two years ago on the wall of the surviving tower of the Abbey church. At the French Revolution the monks were dispersed and a part of the Abbey was destroyed. Napoleon used the remaining buildings, including the immense refectory, as a remount depot for his armies, and thus it remained until 1949, when use of the Abbey was restored to the Benedictine order. Twenty monks were living there on the day of my visit. They farm the rich lands of the Abbey and make ceramics for sale to visitors. This summer the Festival Committee of the Eure department, which was responsible for playing *Hamlet* among the noble ruins of Richard Cœur de Lion's Château Gaillard, on the Seine at Les Andelys, presented T. S. Eliot's *Murder in the Cathedral* in the ruined Abbey of Bec Helloin.

By an unfortunate series of mishaps, the tourist season in Paris this year has coincided with the closing, one after another, of several of the most popular art museums. The Impressionists in the Jeu de Paume and the permanent exhibitions in the Museum of Modern Art were equally threatened by structural alterations. Fortunately, if belatedly, it was decided to transfer a selection of the Impressionist paintings from the Jeu de Paume, closed for urgent repairs, to the adjoining Orangerie. In the Museum of Modern Art, too hastily built during the Paris Exhibition of 1936 and now also in need of drastic repair, several large rooms have been shored up sufficiently to hold a brilliant selection of the works of Henri Matisse.

The Matisse exhibition has been one of the principal attractions of Paris since it opened late this summer. Once inside the museum, the brilliant colour of the paintings made one forget the rain outside. Matisse brought to Paris the sun of Nice. One day, it may be, you will see this magnificent glowing show in London.

RED AIRMEN GO HOME

Pictures of Soviet Forces Being Withdrawn from East Germany

In the past two years Moscow has on several occasions announced great reductions in the forces of the Red Army. It has not, of course, been mentioned that the Soviet Union is merely falling into line with British and American policy over the last decade, and that if even all the reductions were made Russia would still be lagging far behind proportionately. For, apparently, it has only recently been discovered behind the Iron Curtain that in the age of nuclear warfare it is not quantity but quality which counts in modern armaments.

How far the declared Soviet reductions are taking place is a matter for conjecture. No reliable information is available. But from time to time Communist propaganda makes great play with some specific instance. The pictures on this page show Soviet air units and airborne troops leaving Oranienburg, near Berlin, for Russia.

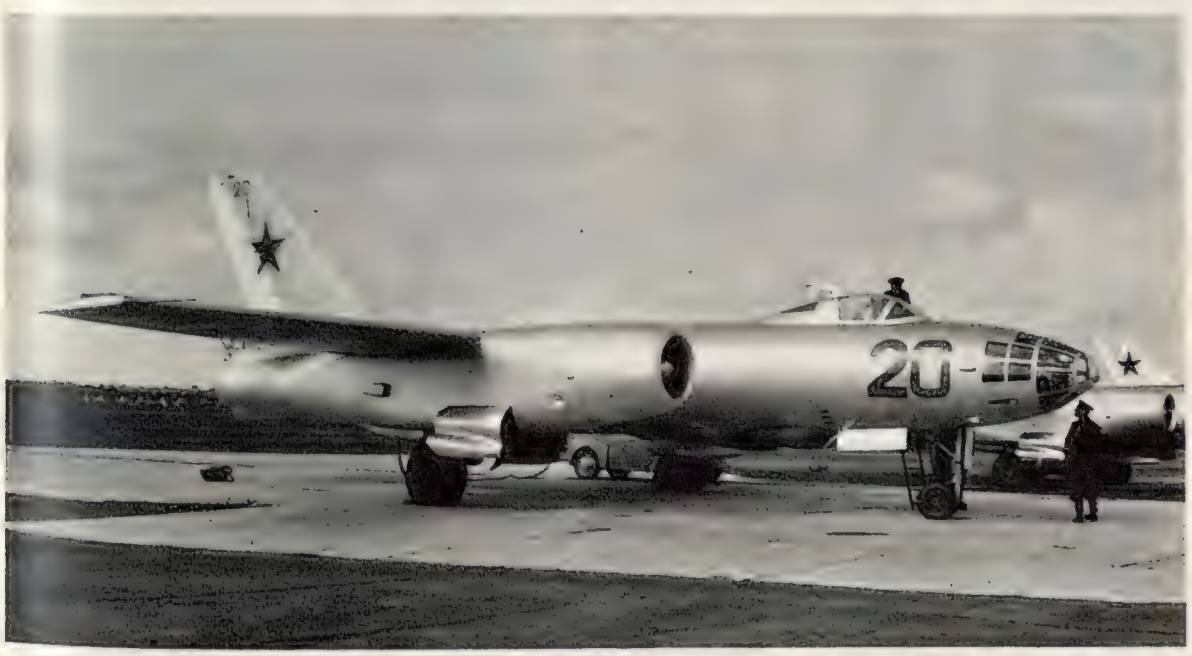
Perhaps the most interesting aspect of the proceedings is what one can see of the state of Soviet armed might. Before the departure an air display was arranged for the benefit of the local inhabitants. Among the aircraft seen in flight was a MiG-19. This is one of the latest products of the Mikoyan-Guryevitch team and it is believed that it is capable of flying faster than sound at level flight. How it compares with some of Britain's latest fighters is perhaps a matter which the Soviet Air Force officers at Farnborough this week can decide for themselves.

The IL-28 light twin-engined bomber, which was also seen at Oranienburg, is sometimes compared with Britain's Canberras. But, unlike the famous creations of the English Electric Company, the Ilyushin aircraft have never competed in international air races or claimed any world records under international regulations.

SOVIET AIRBORNE TROOPS LEAVE EAST GERMANY: A platoon stands on the tarmac at the airfield of Oranienburg, north of Berlin. They were taking part in a farewell parade held publicly to show the East Germans that the Kremlin is implementing its declared policy of reducing the number of the Soviet Armed Forces in the Russian Zone of Germany.

SOVIET PILOTS FLY HOME: The crew of an IL-28 jet bomber are presented with bouquets by East German girls at Oranienburg. This is another of the pictures taken to show Soviet peaceful policy.

A FAST SOVIET FIGHTER: A MiG-19, one of the latest of Russia's jet-fighters, shows its paces in the air display put on by the Soviet command before aircraft and troops left Oranienburg for Russia.



SOVIET BOMBERS WHICH DERIVE FROM A BRITISH GIFT: IL-28 light twin-engined bombers are ready to take off from Oranienburg to return to the Soviet Union. These aircraft were designed by the Soviet aircraft designer Ilyushin after Rolls-Royce Nene turbo-jets were given to Moscow nine years ago. *On right*—The guns in the tail are a feature of the IL-28.

THE NORTH POLE-6 STATION : A Russian meteorologist measures the depth of the snow layer on the Drifting Scientific Station recently set up by Soviet scientists in the Arctic. Since the establishment of the station the floe on which it is situated has drifted over 200 miles in a broken line. In a straight line the distance is about 46 miles. The staff of meteorologists and technicians are conducting weather observations, studying the atmosphere and making hydrological observatio..

DRIFTING AROUND THE NORTH POLE

Another Soviet Floating Scientific Station is Set Up on an Ice-floe in the Arctic

CHANGING FLOES IN THE ARCTIC : A snow tractor hauls a cargo-sled piled with equipment as members of North Pole-6 move their station on to the main ice-floe. The floes used by the Russians are not very large and are liable to break up after a certain period of time.

THE DRIFTING CAMP OF SOVIET SCIENTISTS : The tall mast and instrument stands of the meteorological observation-point are silhouetted in the snow against a background of clouds. *On right*—Two radio operators dig in the snow outside the wireless hut.

For some time both American and Soviet scientific teams have been manning drifting observation stations set up on the Arctic floes around the North Pole. The latest of these stations to have been established is the Russian North Pole-6 base which erected its instrument stands and huts on a floe whose bearings were originally 74 deg. 53 min. latitude and about 182 deg. longitude. Since then the floe has drifted over 200 miles in a broken line which represents 46 miles as the crow flies.

One of the difficulties which confront the Soviet scientists is that the floes on their side of the Arctic are not so well suited as drifting stations as are those on the American side. There is always the danger that the ice will begin to break and the station be forced to move at a moment's notice. The American scientists engaged on the same work have been able to make use of ice-floes ten miles long and formed of very compact and durable ice. The Russian teams, however, have had to be content with considerably smaller ones with a maximum length of a mile and formed of much thinner ice. Already several floes have had to be abandoned because of breakaway formations and water seeping through the ice. This inevitably causes a setback in the compilation of statistics and analyses which depend on series of readings over a long interval of time.

Among the main tasks of North Pole-6 are the conducting of weather observations, the studying of the upper strata of the atmosphere and the making of hydrological investigations. The results of the readings and observations are sent daily by radio to the mainland. These apparently harmless studies, however, are giving Russia a knowledge of Arctic conditions that can only be of primary importance in the view of possible global warfare. Both America and the Soviet Union are well aware of the vital necessity of being established in these seemingly barren and inhospitable wastes. The work of the Russians is not limited merely to the scattered observation stations but also includes a reconnaissance and mapping programme which is being carried out by aircraft.

THE SQUACCO HERON IN DISPLAY ATTITUDE: This particular breed of smaller heron has white plumage, flushed with orange-buff and cinnamon-pink. The crest feathers are black and white, and the bill blue. The colonies of the four smaller types of heron are very intermixed on the Coto Doñana.

A HERON ON THE ALERT: With its long neck extended a Squacco Heron is photographed by Mr. Mountfort's party during their ornithological expedition to the wilds of the Coto Doñana, in the south of Spain.

LITTLE EGRETS ON THEIR NESTS: Two Little Egrets display their feathers on returning to their nests. These beautiful birds were almost exterminated throughout the world by plume hunters at the time when feather adornments were fashionable among women. Their plumage is probably the finest of all heron breeds.

The HERONS of COTO DOÑANA

By GUY MOUNTFORT

Photographs by Eric Hosking

This is the second article on a recent ornithological expedition led by the author to the Coto Donana, in Southern Spain. The first appeared in the July 28 issue of "The Sphere."

NINE species of heron inhabit various parts of Europe. The British Isles can boast of only two—the familiar grey Heron and the rare Bittern. The latter, happily, is still holding its own in the Norfolk Broads and in a few other secluded marshes. In the Camargue bird sanctuary, in Southern France, one may sometimes find as many as five or even six different heron species. But in the vast *marismas* of the Coto Doñana, in Spain, eight of Europe's nine species were seen during an ornithological expedition in May. Only the Great White Heron of Eastern Europe was lacking.

The total heron population of the *marismas* has never been ascertained, but in spring it is probably not far short of 18-20,000, in an area of about 300 square miles. This number is at least doubled when the season's young birds leave the nests. The immense shallow marsh, known as the *marismas*, lies on the north-west bank of the Rio Guadalquivir, not far from Jerez de la Frontera.

It offers an inexhaustible supply of food, not only to the herons, but to countless terns, waders, ducks and gulls. A flock of about 1,000 flamingoes passes the summer in the shallows, but they have not nested there for many years. Spoonbills and Glossy Ibises drop in on migration and used to breed there at the turn of the century. The White Storks of the Coto Doñana also feed around the margins of the marsh. In winter great flocks of wild geese arrive from their northern breeding-grounds to feed on the plentiful *zostera* grasses.

(*Continued on following page*)

A COLONY OF LITTLE EGRETS: A group of these beautiful herons rests among the branches above their colony. Breeding and non-breeding birds are inextricably intermingled in the nesting area and make the taking of a census of the occupied nests a difficult task.

NEST-BUILDING IN THE COLONY: In spite of their long legs Little Egrets are surprisingly agile in climbing among slender brittle branches

THE HERONS OF COTO DOÑANA

(*Continued from previous page*)

One of the objectives of the expedition was to attempt a census of the breeding population of the various herons. To those accustomed to the sight of British heron colonies, this may not sound a particularly difficult task. Our grey Herons nest in nicely-spaced-out treetop colonies and the occupied nests can be counted with reasonable ease and accuracy. On the Coto Doñana, however, the colonies of the four smaller herons—the Squacco and Night Herons and the Cattle and Little Egrets—are inextricably intermixed. Moreover, the nests are almost identical in appearance and their numbers run into thousands. The tangled bushes in which the nests are built are dense. Old and new nests are so numerous and so close together that penetration is impossible without upsetting them. To count all the birds was out of the question, as both breeding and non-breeding individuals swarmed in constant movement over the vegetation. The census of occupied nests, therefore, had to be done by experienced observers sitting in a number of hides on the outskirts of the colonies and waiting for the birds in view to settle on their nests. Representative "sample counts" were made at intervals and the totals computed on a statistical basis. Estimates were then discussed carefully and the final figures agreed.

The totals of occupied nests in the three main colonies were as follows: 3,000 Cattle Egrets, 1,900 Little Egrets, 1,800 Night Herons and 65 Squacco Herons. Nearby, in two venerable cork oak trees, 40 pairs of common Herons were nesting in neighbourly fashion, a stone's throw from a dozen pairs of White Storks. The two species appeared completely at ease together and were seen feeding side by side in the *marismas*. Herons were also observed soaring at immense heights in company with storks.

Farther afield, in the reed-beds around the Laguna de Santa Olalla, 40 pairs of handsome Purple Herons with long, snake-like necks, were found with nests, some of which already contained young. Bitterns were certainly breeding in the *marismas* and several were either seen or heard booming on a number of occasions. The Bittern's diminutive cousin, the Little Bittern, was seen only once. This, the eighth member of the heron family observed on the Coto, was probably a bird of passage and is not known to breed there.

As one rides on horseback through the dry, aromatic cistus scrub towards the heronries, the deep blue sky is filled with graceful flights of white birds winging between the feeding grounds and the nest trees and dropping like clouds of snowflakes into the vegetation. At a distance of half a mile the constant clamour of the herons can be heard like the noise of a vast children's playground. As one draws near, the dark-winged Night Herons are the first to be distinguished. These birds are crepuscular, except when nesting. They are rather heavily proportioned but extremely handsome in pearl-grey and greenish-black, with large crimson eyes and dark red legs. From their crowns droop two long feather streamers of pure white.

THE CATTLE EGRET: These birds derive their name from their habit of feeding among grazing cattle. They are sometimes called Buff-backed Herons, from their plumage colour.

STANDING GUARD OVER THE EGGS: A Cattle Egret stands watchfully astride its nest. The short, thick bill and strong legs are pink during the breeding season.

The Little Egrets, which in bygone days were almost exterminated by the egret feather traders, have dazzling white plumage, slender black bills and long black legs with bright yellow feet. No heron has a more magnificent display than the Little Egret, which can transform itself into a positive miracle of beauty by erecting the long, graceful feathers of its crown, breast and back.

The Cattle Egret, so called from its habit of feeding among grazing cattle, is small, white and dumpy in appearance, with a buff tinge to its breast and head. Its rather heavy bill is pink, or pink and yellow, in the breeding season, and its legs either pink or yellow. The colours appear to change rapidly. It has no long erectile crest. The little Squacco Heron has a superficially similar appearance, being white and buff. It is, however, slightly smaller and altogether more dainty, with a narrow, serpentine head. Its long, pendant crest feathers are white, bordered with black. In the breeding season its bill is a vivid blue, with a black tip and emerald green from the base of the bill to around its pale yellow eyes. Its back is flushed with cinnamon pink.

To sit in a hide among thousands of breeding herons is an unforgettable experience. At no time is the colony either tranquil or silent. At each new arrival there is a fresh outburst of display and a deafening chorus of squawking, clucking, growling, grunting and mewing. Perhaps the most distinctive notes are those of the Little Egrets, with their rapidly repeated, guttural "*walla-walla-walla*" greeting to their mates. As often occurs with colonially nesting birds, the theft of nest materials is an enduring source of excitement and squabbling. As the nests were so close together, sitting birds could reach out and pull sticks from their neighbours' nests without rising. This was done by the culprit watching carefully until the victim's attention was distracted in the opposite direction, when the stick would be stealthily extracted. A noisy free-for-all was inevitably the outcome.

Every session in the hide was rewarded by such incidents. One day a Cattle Egret was seen deliberately to rise from her nest and puncture her neighbour's eggs. On another occasion a magpie alighted in the colony and helped itself to eggs without remonstrance from any of the sitting birds.

A NIGHT HERON RETURNS TO ITS NEST: This handsome species has pale grey and black plumage, with large crimson eyes and two long, white crest feathers. Unlike the other herons on the Coto Doñana, it has a very heavy bill. The bird is crepuscular, except during the nesting season.

POSING FOR THE PHOTOGRAPHER: The delicate proportions of the Little Egret are well shown in this picture. The slender bill and the legs are black and the feet yellow. Some 1900 birds of this breed nest in the *marismas*.

THE PURPLE HERON ON THE COTO DOÑANA: This picture of a Purple Heron on its nest shows the very long, boldly striped neck which is retracted as the bird settles down to sit on its eggs. Forty pairs of these herons were found by the expedition in the reed-beds.

HATCHING ITS EGGS: This Purple Heron sits on its nest at the edge of the Laguna de Santa Olalla, in Southern Spain. The birds have rich chestnut and purplish-grey plumage. When found by the expedition some of the nests were already occupied by young.

DEBUTS AND REPAIRS

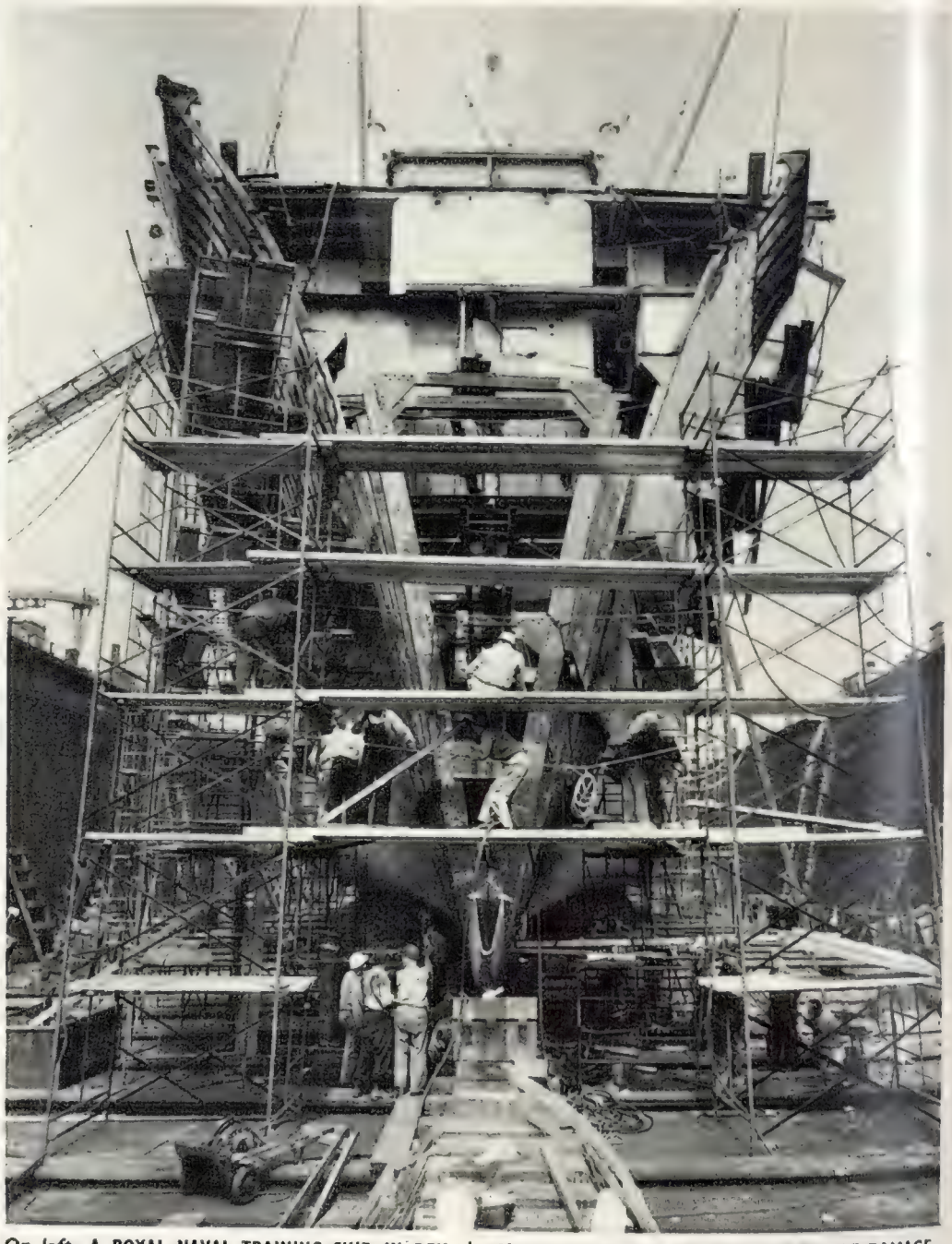
Two New Vessels; and Two Other Ships in Dock

Below—

A NEW CROSS-CHANNEL VESSEL: The M.V. *Scottish Coast* runs down the slipway after her launch at Belfast. The ceremony was performed by Lady Glentoran, wife of Lord Glentoran, the Minister of Commerce for Northern Ireland, in the yard of Messrs. Harland and Wolff Ltd., the ship's builders. *Scottish Coast* is a twin-screw motor-vessel specially designed for Coast Lines Ltd., for cross-channel passenger and cargo services. She will have a tonnage of about 3,900 tons gross and an overall length of some 340 ft. Her first-and second-class passenger accommodation will have many up-to-date amenities.

A NEW PASSENGER AND CARGO VESSEL FOR THE HEYSHAM-BELFAST SERVICE OF THE BRITISH TRANSPORT COMMISSION: The T.S.S. *Duke of Lancaster*, which has been built by Harland and Wolff, is a twin-screw steam turbine vessel with a gross tonnage of approximately 4,800. Her length overall is about 375 ft., and she has a speed of 21 knots. Accommodation is provided in the vessel for 600 first-class and 1,200 second-class passengers, including one- and two-berth cabins for 240 first-class, and two- and four-berth cabins for 214 second-class passengers. There are cargo holds for the carriage of general cargo, motor-cars and newspapers, and special compartments for mails and baggage. First-class passengers have a large dining saloon on the upper deck, and a spacious lounge on the promenade deck. Among the public rooms for those travelling second class is a cafeteria. Extensive promenade space is provided for all passengers. Denny-Brown stabilisers are fitted to minimise rolling.

On left—**A ROYAL NAVAL TRAINING SHIP IN DRY DOCK: H.M.S. *Worcester* lies off the Thames at Blackwall, in London. She is undergoing hull-cleaning and refitting. Built as *Exmouth* in 1905, she was taken over by the Thames Nautical Training College ten years ago to replace the old "wooden wall" *Worcester*.**

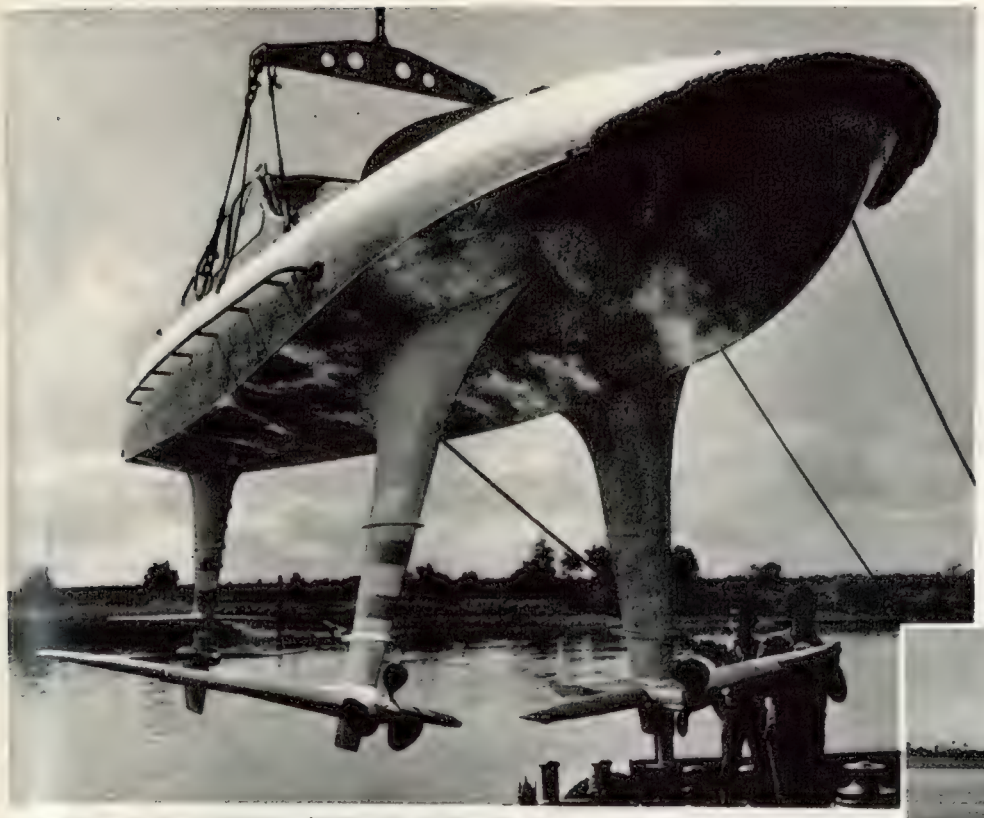


Above—**A MILLION DOLLARS' WORTH OF DAMAGE IS MADE GOOD: Surrounded by scaffolding, the Swedish liner *Stockholm* lies in dry dock in Brooklyn, New York, while her bows are repaired after her disastrous collision with the *Andrea Doria*. The rebuilding of the 75-ft. section of bow will cost well over £300,000.**

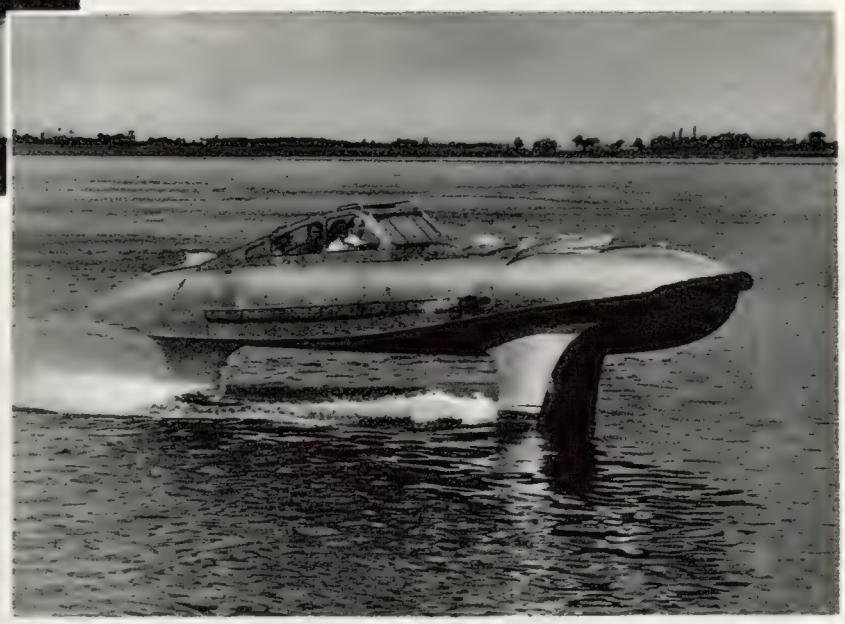
TECHNICAL TOPICS FROM ABROAD

A German Boat on Legs; Detecting the Under-Age in the Bars of New York; The "Picture-Phone" Becomes a Reality; Testing Life-Saving Equipment at Sea

Below—
A THREE-LEGGED BOAT FROM GERMANY: With its inventor, engineer Friedrich Wendel, at the wheel, a new type of vessel makes a demonstration cruise on the Elbe, near Hamburg. The three "legs" are only half-submerged, for the craft rises higher above the surface as its velocity increases, reducing the resistance of the water. Each front leg carries a screw facing forwards for propelling the boat, and a fin for steadying it in rough waters. The rear leg, which has a pair of fins, one above the other, is used for steering purposes. The vessel has reached a speed of over 30 m.p.h. during trial runs. It weighs 3½ tons. The inventor has great confidence in the future of this type of craft, and is preparing plans for bigger versions that could be used for coastal cruises. American and Russian designers are also planning vessels of this type.



THE NEW CRAFT SUSPENDED ABOVE THE ELBE: The bows of the boat are nearest the camera. The picture gives a good impression of the streamlined hull resting on its three "legs." When the boat is stationary, the legs are completely submerged, but rise into view at speed. The front pair of legs carry two propellers.



AN "AGE-DETECTOR" EXCLUDES THE UNDER-AGE FROM NEW YORK BARS: The electronic multi-lens camera on the right is photographing the face and identification papers of Daniel Ferro (left), a juvenile-seeming patron of Larry's Bar and Grill in the Bronx. This device is coming into use in the bars of New York as a deterrent to drinking by boys of under eighteen. This is the legal drinking age in the State of New York. When the bartender pushes the switch, the would-be patron and his papers in front of him are photographed on one film. Ferro's age is twenty-two, but had he been under age, it is unlikely that he would have allowed forged papers to be photographed. The most usual means of identification are birth certificates or driving licences, which are now being increasingly carried by people of over eighteen who seem younger than they are, so that they can justify their presence in bars when challenged.

On right—
THE "SCIENCE-FICTION" OF THE PAST COMES TRUE: The "Picture-phone" has arrived. In the United States, the Bell Telephone Laboratories have successfully demonstrated this telephone which transmits pictures of callers as well as their voices. A normal telephone line is used for transmission. One extra wire has to be installed at the ends of any two subscribers' line in order to carry the picture. The picture is small and not as clear as on television, but the person on each end of the line and his expression are recognisable. The black-and-white image can be switched on and off as a caller desires, without cutting off the sound transmission. The system is still being developed and is not yet ready for commercial use, although experimental transcontinental transmissions have been made between New York and Los Angeles.

FOUR MEN ON A RAFT: These cheerful "castaways" on their small rubber raft look nothing like the crash survivors they are supposed to represent. They are testing aircraft life-saving equipment in the Atlantic under conditions simulating those likely to prevail after a plane crash at sea. This was part of an operation conducted by the United States Air Force, Coast Guard and civil airline operators off the coast of Florida, on the edge of the Gulf Stream. The kite carries the aerial of their wireless set, which is in the hands of the man in the centre. The "survivors" distil drinking water from the sea, and catch fish for food. The three globes floating beside the raft are part of the apparatus for distilling fresh water. This endurance test was intended to last forty-eight hours, but a sudden squall intervened, bringing heavy rain and high seas, and forced the participants to take shelter aboard a Coast Guard cutter.

THE SUPPLY FORCE IN THE GRIP OF THE ICE PACKS : The United States Navy ice-breaker U.S.S. *Atka* lies with her bows on the edge of a vast pack of floating ice. Some of her crew can be seen walking on the ice beside the stranded vessel. The ice-breaker was part of an American naval force which was engaged in supplying the widely scattered Arctic radar bases of the Distant Early Warning Line, known as the D.E.W. Line. The task force was carrying stores and equipment to the bases of the western sector.

FINDING A PATH THROUGH THE ICE : The naval survey vessel U.S.S. *Requisite* (on the left) and the Coast Guard ice-breaker U.S.C.G. *Storis* (in the background), break through the drifting ice-packs to make a passage for the rest of the task force of fifty-six ships. Many of the vessels received hull and propeller damage during the course of the operation. It is only in the summer months that the supplies can be taken through the Arctic waters before new ice closes them to shipping for another year.

SUPPLYING THE D.E.W. LINE

A United States Navy Task Force Carries Stores to the Distant Early Warning Line

A United States Navy task force under the command of Rear-Admiral D. C. Towner, U.S.N., has recently been engaged in ferrying supplies through Arctic waters to the radar bases of the Distant Early Warning Line stretched across the Arctic. The task force, comprising in all fifty-six vessels, headed through the Bering Straits and unloaded its cargoes at various sites ranging from Point Barrow across to Shepherd Bay. The task of supplying the line of scattered bases was part of the American Military Sea Transportation Service Arctic programme for 1956. The entire programme is under the command of Vice-Admiral John M. Will, U.S.N. It consists of not only the ferrying of stores and equipment to the D.E.W. Line, but also the shipping of general cargo and petrol to military bases in Greenland, Labrador, Canada and Alaska.

After being shepherded through the drifting ice-packs of the Bering Straits the task force began its unloading at Point Barrow, where the last major radar base of the D.E.W. Line is sited. At the same time other vessels of the group were unloading at sites east of Point Barrow. The difficult task of discharging cargo in arctic waters was made even more arduous in some places by inclement weather, Arctic winds and encroaching ice. The work at Barter Island, Alaska, had to be suspended temporarily when concentrations of ice prevented landing-craft from reaching the beach landing areas.

It is only during the brief passage of the summer months that the Arctic seas are open to shipping. With the arrival of the winter and the formation of fresh ice-floes the seas are closed for another year. The biggest ice-pack which had to be overcome during the American expedition extended over a fifty-mile area in the region of Point Barrow. It was only while the Arctic winds were holding the pack off-shore that it was possible for the vessels to unload. In order to reach Point Barrow, Admiral Towner decided to force a way through the pack after waiting a week for a favourable lead to open. With the aid of ice-breakers to exploit the slightest openings and a favourable shift in the wind, the group of fifty-six vessels were able to force a passage and to begin unloading.

The D.E.W. Line, which was the main preoccupation of the naval task force, is a continental network of radar stations which will eventually stretch from Alaska to the inhospitable shores of Baffin Island. Its task is to protect the North American continent from air attack by providing an early warning of the approach of hostile aircraft. In the event of hydrogen or atomic attack the necessity of a very early warning is of primary importance. Dozens of stations equipped with the latest sets are rising, or have already been completed, north and south of the 70th parallel.

A LEAD THROUGH THE DRIFTING PACKS: The U.S.S. *Atka* ploughs over a heavily ridged formation of ice in the Arctic Ocean off Point Barrow, Alaska. The bases being supplied by the task force stretch from the north-west tip of Alaska across to Shepherd Bay, 200 miles due north from Hudson Bay. The line extends for nearly 2000 miles.

IN ARCTIC WATERS: The ice-breaker U.S.S. *Atka* cuts a way through drifting ice as she heads north to Point Barrow, Alaska. In the course of her voyage the vessel sheared blades from her propellers as she was backing out of an ice-pack which suddenly closed on her. Similar accidents happened to other vessels.

PUSHING AN ICE-FLOE: A landing craft from one of the task force vessels pushes a medium-sized ice-floe near Point Barrow, to clear a lane for the shipping. During the summer the ice is broken in formation.

CRICKET IN RETROSPECT

A Survey of Personalities and Performances During the Season of 1956

By NEVILLE CARDUS

IN spite of a summer of rain almost every other day, much interesting cricket has been played between the showers and the thunderstorms, though we may wonder if all the skill and sport of it will faithfully be reflected in the treasuries of the county clubs. England have maintained supremacy over Australia, and the championship has been won by Surrey for the fifth time in succession. Among players Laker is a name as much honoured nationally, as in Kennington and at the Oval.

The Australians naturally cannot find in their performances consolations for week after week of gloomy and drenching English skies and moist, unpleasant turf. Ian Johnson and his team go home sadly disillusioned; for they came to us in April charged with confidence regained during their tour, little more than a year earlier in the West Indies, where in Test matches ten Australians achieved batting averages ranging from Lindwall's 37 to Harvey's 108.

The Australian captain was not boasting but thought he was stating the plain fact when he claimed that his team was the strongest produced from Australia since Bradman's invincible contingent of 1948. And Johnson, indeed, had statistical evidence behind his proud pronouncement. Here are the batting figures established in the West Indies by men under his command, eager to demonstrate to England that the Tyson-Statham horrors, experienced in Australia in 1954-55, had gone like a bad, unnatural dream:—

> Harvey 650 runs, average 108.33; Miller 439 runs, average 73.16; McDonald 449 runs, average 64.1; Archer 364 runs, average 60.66; Johnson 191 runs, average 47.75; Langley 91 runs, average 45.50; Favell 125 runs, average 41.66; Benaud 246 runs, average 41; Lindwall 187 runs, average 37.40.

In the West Indies these same Australians, whom we have seen this summer continuously frustrated and vulnerable, demolished a West Indies team which had a twelve-month or so previously pressed Hutton's England team severely. And now Johnson and his colleagues return home in the bitter knowledge that not only have they failed in the Test matches, but—worse even than that !—with the poorest record in county matches of any Australian team in the memory of most of us not octogenarian. If Johnson's Australians had been competing in our county championship, their position would have been on the humblest levels, amongst the "also rans," neck-and-neck with Essex, Warwickshire, Worcestershire, Somersetshire.

The Australians may fairly claim that luck has been unfairly, nay deliberately, against them. They are entitled to remind us that in only one Test in this series did they win the toss and play throughout in fine weather on a wicket not changed or touched by rain. And they won this match, Miller's swan-song to Lord's.

The Australians could, if they wished to argue the point, draw attention to the fact that spin-bowlers' wickets or no spin-bowlers' wickets, no fewer than nine of their batsmen have done well enough to sustain an average of 30 and over, and at least seven of them are qualified to go into the all-England batting averages more or less on equal footing with our best twenty. It is nonsense to dismiss as second-rate, players such as Burke, McDonald, Harvey, Miller, Burge, Benaud.

AUSTRALIA FIELDS TO ENGLAND'S OPENERS: In the fifth Test at the Oval, Richardson, England's No. 1, plays a ball from Lindwall, and Cowdrey goes up the pitch. Fielding from left are Langley, Miller, Johnson, Harvey, Davidson and Benaud.

The methods of Mackay on a spinner's turf are no doubt difficult to define or put into any known or dimensional category of batsmanship; but look at his record on his first experiences of a wet English summer ! As I write these lines, Mackay can show the most impressive batting average of the season ! He tops the country's lists !

It is easy to say that the Australians have in the Test matches revealed themselves pitifully unable to cope with the turning ball, especially Laker's turning ball. Do many English batsmen fare much better or more prosperously confronted by spin, and grapple with it with a skill day by day demonstrably cleverer than that of Burke, Miller, Burge, McDonald, or Harvey ?

During the season, Wells, of Gloucestershire, a by no means world champion amongst off-spinners, has routed a hundred of our county batsmen. Shepherd, of Glamorgan, has with off-breaks which he cultivated for the first time only yesterday, so to speak, routed 150.

Is it certain that on a turning-pitch England's batting would show against Laker and Lock decisively an improvement on Australia's ? The question is moot rather than rhetorical. I regret that the Oval Test match was not played in warm weather, for I believe that on a true hard wicket Tyson and Statham would more or less have repeated the destruction they wrought in Australia yesteryear.

I am trying in this article to write sympathetically and understandingly of this unfortunate Australian team, if only because much rather belittling, not to say satirical, criticism has been directed at their efforts, especially their batting, criticism to which I confess I have contributed my share. Beyond argument the team has shown little signs of organised batting technique on turning pitches. But are England batsmen, taking them by and large, very much better equipped than the Australians when faced by spinners on sensitive turf ? How many England batsmen command the footwork and the versatility of strokes which are the mark of an accomplished bad-wicket batsman ?

Denis Compton stands alone, for swiftness of footwork, range of hits, and the power to upset a bowler's length. His return to greatness at the Oval was a triumph of character as well as an announcement that genius is hard to keep down. His batting at the Oval reduced all other seen in the match to talented persistence and survival—excepting the Rev. David Sheppard's perfect second innings.

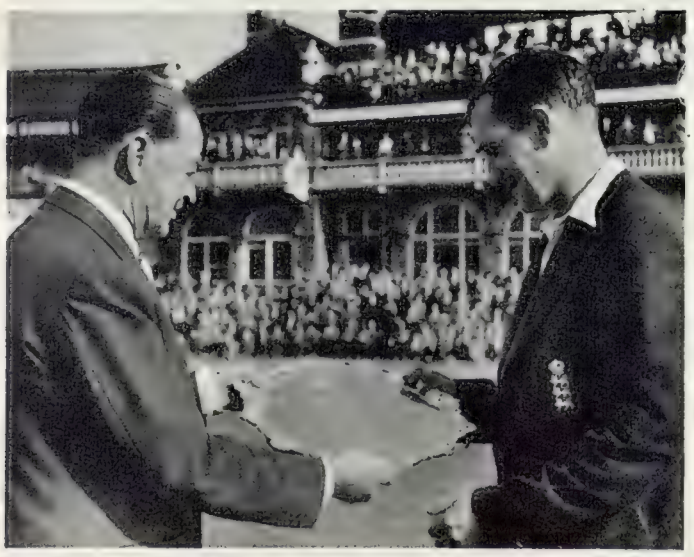
FAREWELL TO A GREAT AUSTRALIAN ALL-ROUNDER : Miller (on right) comes off the field at the end of the Oval Test. He is followed by Benaud, and behind are Sheppard (left) and Statham. It was Miller's last Test appearance in England.

England have palpably been Australia's betters most times in the rubber of 1956, notably in bowling adaptable to all wickets. The fatal weakness in Johnson's team was lack of wet or turning-wicket bowlers. Here as much as in the batting, resided the spot of irretrievable fallibility. Yet there it is—these unusually mortal Australians won at Lord's on the one and only occasion in the Tests where the weather and wicket were fair to both sides.

Nothing in England's cricket during the summer has been as satisfying as the consistently sound batting in the Tests of P. B. H. May. Though the season as a whole saw him often out of touch for his county, the challenge of a responsible occasion found him sternly and tightly organised, so that he was usually hard to get out. Temporarily, it is to be hoped, he has been obliged to curtail his stroke-play. But none but a cricketer of instinctive skill, and one of character, can assert himself in big cricket, even during a period in which day by day he is not at his best.

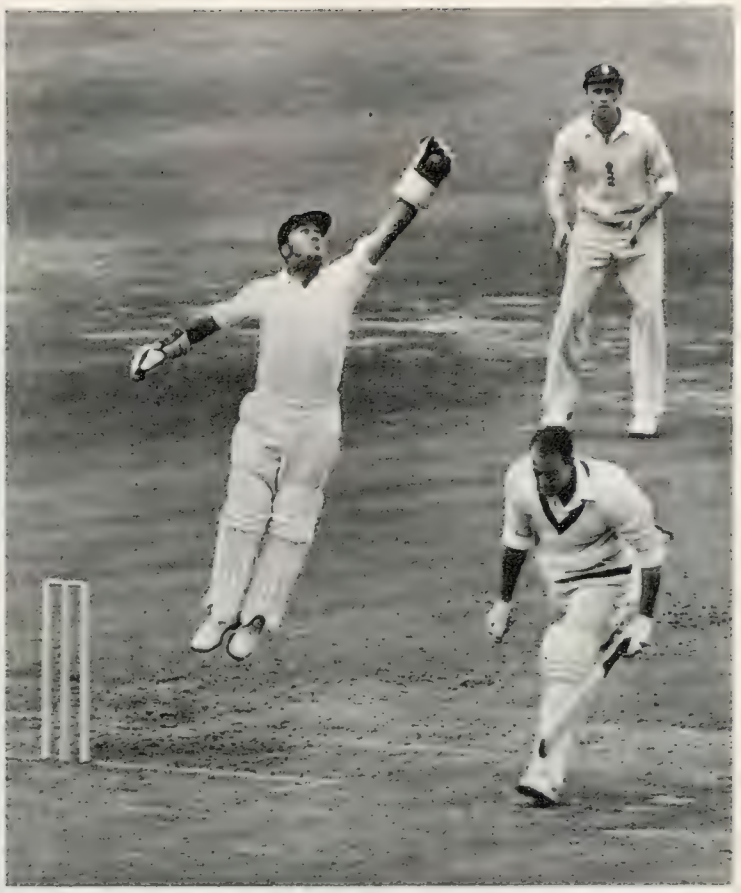
The prominence throughout the Tests of excellent amateur batting in the England XI gives us cause for pleasure and, let it be said, for some relief. In recent years England has made runs in Test matches rather laboriously. The amateur outlook and flavour has been badly wanted. Richardson, Sheppard, May and Cowdrey have in turn scored against Australia not only substantially but at a tempo expressive of pleasure in performance.

At Manchester every one of England's runs on the first day, 300 odd, came from an amateur batsman; I can recall no other instance of an England innings occupying the crease all day with none but amateur contributions.

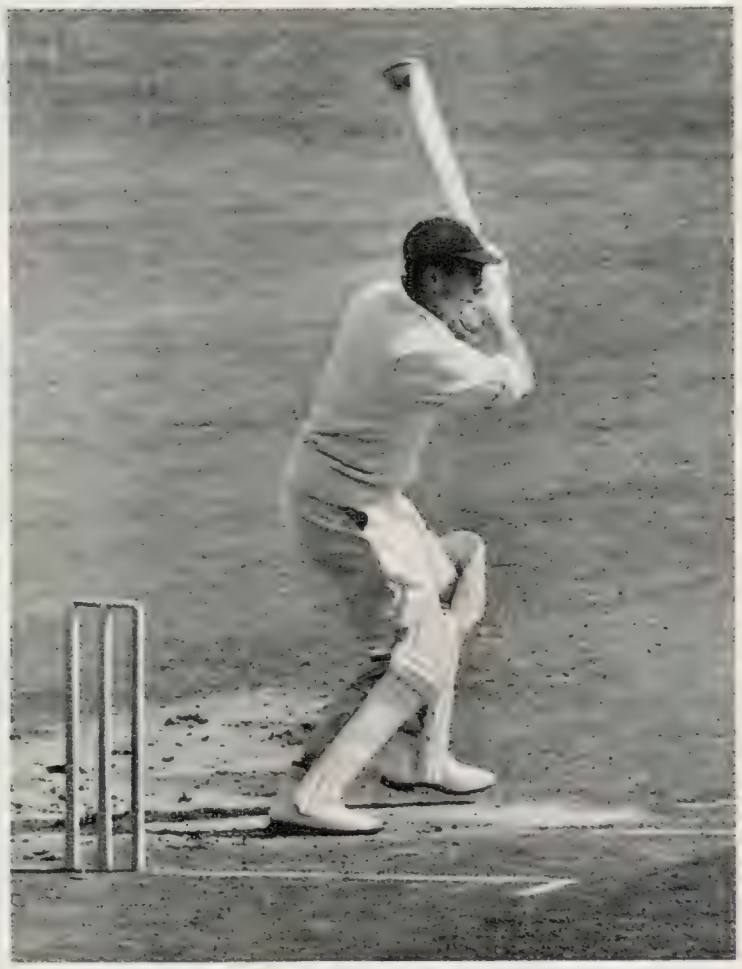


RECORDING A UNIQUE FEAT : Lord Alexander, President of the M.C.C., presents Jim Laker with a silver salver at the Oval. The presentation was to mark the bowler's unparalleled feat in taking nineteen Australian wickets in the fourth Test at Manchester.

A WICKET FOR LOCK: The Surrey and England spinner jumps for joy as he has the Australian captain, Johnson, caught for a duck in the first innings of the third Test match at Leeds. Also in the picture are (from the left) Trueman, Oakman, Cowdrey and Evans, the wicketkeeper.



A WICKETKEEPER WITHOUT AN EQUAL: Evans leaps to take a high return during the Lord's Test as Archer reaches the crease. This season the Kent and England wicketkeeper maintained his unrivalled reputation.



THE CRICKETING PARSON: The Rev. D. S. Sheppard goes for the runs in the Oval Test while making 62 in the second innings. Because of his church duties, he was only available for the last two Tests this year.

AN INSPIRING CAPTAIN'S LAST SEASON: W. S. Surridge, of Surrey, hits out. He is retiring after leading his side to its great successes.

ENGLAND'S VETERAN: At the age of forty-one, Washbrook returned to Test cricket at Leeds. He marked his come-back by scoring a brilliant 98.

Cowdrey, obviously handicapped by having to open the England innings, suffered one or two disappointments. In Australia he proved himself one of the best No. 4 batsmen in an England innings since W. R. Hammond. To this position in the "order" of an innings he should be at once restored. It is a pity that Sheppard is not free to play regularly for England for he is obviously a No. 1 batsman to the fingertips. But only from a cricketer's view is it a pity; he has other and greater work to do.

The Test matches and the many victories of Surrey have emphasised the old story: matches are won mainly by bowling and fielding. Lock and Laker, with Loader and the Bedsers in reserve, made a formidable battery on pitches accommodating to spin and swing. Laker's performances against the Australians, incredible had they never happened, were not equalled by his day-by-day work for his county; and Lock at times seemed intent on showing that Tyson was not essential to an England XI.

Fine all-round talent in Surrey was whipped into confident and skimming ship-shape by W. S. Surridge, one of the most inspiring and truly commanding of county cricket captains. He has decided to retire now from first-class fields; he will leave a gap in the nature of the game.

To see advances in prestige amongst the less ambitious counties is always appetising and good for the game. The mighty shade of "W. G." has surely looked on approvingly while Gloucestershire this year have put more than a dozen of their opponents to the sword. Congratulations to George Emmett, captain and brilliant batsman, now in his forty-fourth year. Long may he yet be preserved to the game.

Congratulations, also, to Somersetshire, who have emerged from despondency, and once again seem likely to cock-a-snook at the greatest! To the unfortunates, such as Kent and Leicestershire, we can only say "It 's all in the game"; even Yorkshire suffer ups-and-downs. Congratulations, too, must go from the present writer to Lancashire; here is a county with a future definitely before it.

Best of all, congratulations to our groundsmen throughout the counties who have, generally speaking, made pitches that week in and week out have behaved with equal consideration to batsman and bowler, except when weather has transformed them into swamps and pitfalls courteous to neither.

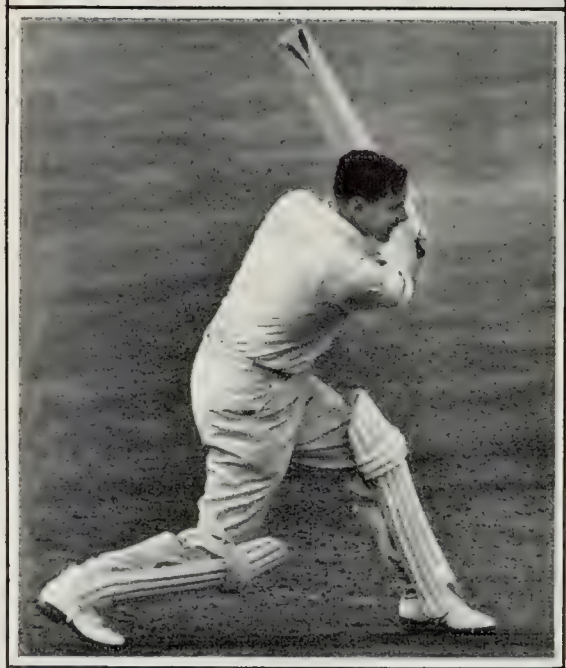
Rain or shine, cricket will not be cast down. Even the damp depressions of 1956 will be forgotten when the essence of the season is transmuted into the gold of a departed summer in the pages next year of "Wisden."

As the curtain falls let us recall before it again and again as many as possible of the players who have thrilled and delighted us—Peter May, Jim Laker, Tony Lock, Cyril Washbrook, the promising and fair-haired Richardson, the quicksilver Godfrey Evans, the irrepressible Compton, David Sheppard reflecting the glow of the amateur tradition, Colin Cowdrey, the imperious, incalculable Miller, the bright bird Neil Harvey, too easily winged, the patient, philosophical Ian Johnson.

And let us also not forget the cricketers who, out of the limelight of Tests, have served the game and their counties well and truly. Encore!—hail!—and farewell!

M.C.C. TEAM FOR SOUTH AFRICA

The Sixteen Cricketers who have been Chosen for the Coming Tour

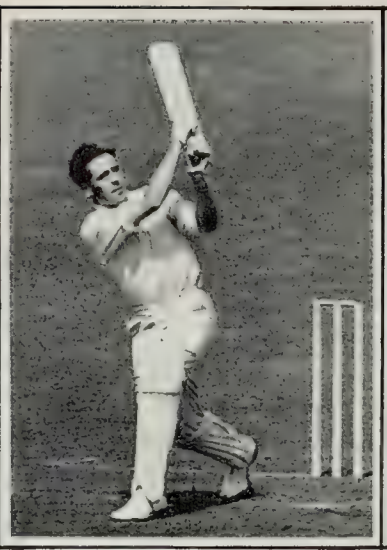


THE CAPTAIN OF THE ENGLAND TEAM: P. B. H. May, of Surrey, 26 years old, will lead the M.C.C. team which is to tour South Africa during the winter of 1956-57.

ENGLAND'S VICE-CAPTAIN AGAINST SOUTH AFRICA: D. J. Insole (30), skipper of Essex, will be Peter May's second-in-command. His batting record is very impressive.

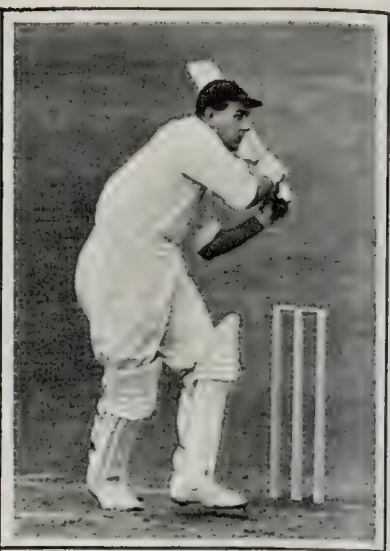
On left—

THE M.C.C.'S FAST BOWLING STRENGTH: J. B. Statham, of Lancashire (26), and (*below*) F. H. Tyson, of Northants (26) are two deadly bowlers.

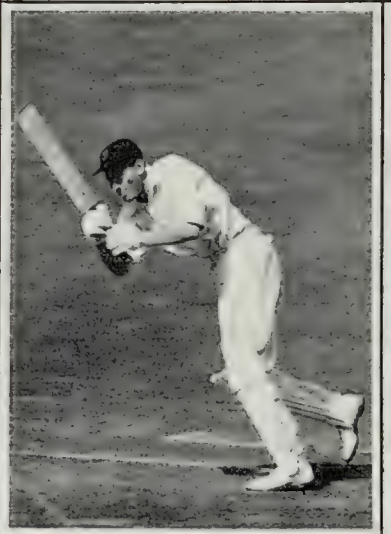


T. E. BAILEY, OF ESSEX (32): England's leading all-rounder has often saved his side from defeat.

D. C. S. COMPTON, OF MIDDLESEX (38): He has returned to Test form after losing a knee-cap.



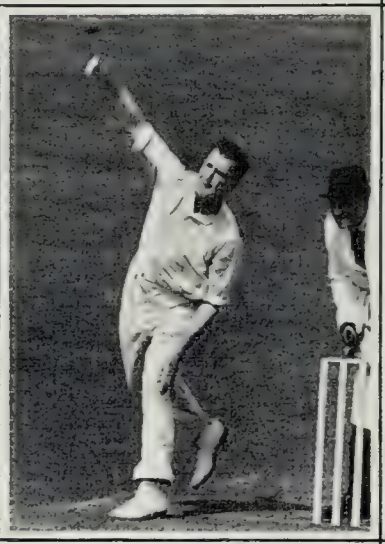
M. C. COWDREY, OF KENT (23): The youngest member is already one of the world's greatest batsmen.



A. S. M. OAKMAN, OF SUSSEX (26): A batsman with a future, he played in two of the Tests in 1956.

J. M. PARKS, OF SUSSEX (24): Parks has shown form recently as a confident player of slow bowling.

P. E. RICHARDSON, OF WORCESTER (25): He has established himself this year with Cowdrey as his partner.



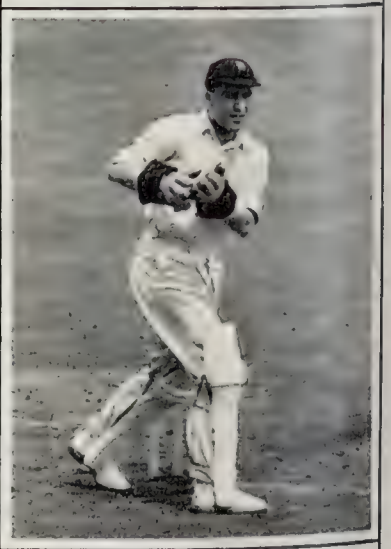
J. C. LAKER, OF SURREY (34): After his bowling performance this season, Jim Laker is an "immortal."

P. J. LOADER, OF SURREY (26): Loader will back up the fast bowling of Tyson and Statham on the tour.

G. A. R. LOCK, OF SURREY (27): With Laker, he was the terror of the Australian batsmen in the Tests.

J. H. WARDLE, OF YORKSHIRE (33): The unorthodox slow bowler adds to the M.C.C. bowling strength.

T. G. EVANS, OF KENT (35): The critics agree Godfrey Evans is now the world's finest wicket-keeper.



B. TAYLOR, OF ESSEX (24): Making his first tour overseas, Brian Taylor may eventually succeed Evans.

LANDSLIDES

Bad Weather Causes Extensive Disruption of Communications in Scotland, America and Italy

A LANDSLIDE HOLDS UP THE INAUGURAL RUN ON A CANADIAN RAILWAY: A great pile of rocks has twisted the metals of the new fifty-mile southern extension of the Pacific Great Eastern Railway at Howe Sound, sixteen miles from Vancouver, in British Columbia. This cliff fall delayed for eighteen hours the inaugural run of three special trains from Vancouver to Squamish. Among the passengers were Mr. R. C. Bennett, the Prime Minister of Canada, a number of members of the Canadian Cabinet, senior officials of various Canadian and United States railways and a party of journalists.

A MAIN RAILWAY LINE IS CUT IN SCOTLAND: Rails are blocked by earth and water at a point between Cockburnspath and Grantshouse, in Berwickshire, on the East Coast main line from Edinburgh to London. The landslide was caused by the bursting of a culvert carrying a hill burn after heavy rains. Another main line from Edinburgh through Berwickshire was inundated near Galashiels and trains to the South had to be diverted by way of Carstairs and Carlisle. Throughout the Border Counties and in East Lothian there was heavy damage from the torrential downpours last week and road as well as rail traffic was disrupted.

On left—

A HIGHWAY IS BURIED IN AMERICA: A landslide has crashed down from a 175-ft.-high cliff near Santa Monica, in California, on to the Pacific coast highway. Four women who were picnicking on top of the bluff were carried down but escaped serious injury. A car on the road was partially buried, but the driver was unhurt. Digging immediately began on the blocked area in case other vehicles were trapped.

THE BRENNER PASS IS BLOCKED: Huge boulders lie on the permanent way of the railway which runs by a swollen stream through the famous pass which connects Italy and Austria. The landslide, which was due to the loosening of the rocks by rain, occurred outside Campodazzo, about ten miles to the north of Bolzano. A local passenger train had passed this point less than half an hour before. Rail communications were halted for thirty-six hours. The rocks also fell on the main road between Italy and Austria. A large volume of traffic had to be diverted to the Val Gardena route.

CLEARING THE COMMUNICATIONS BETWEEN ITALY AND AUSTRIA: A team of engineers and workmen starts operations to clear the rockfall above the railway through the Brenner Pass. Dynamite is about to be used to break the vast blocks of stone. It was estimated that the main road and rail links outside Campodazzo were buried beneath 40,000 cub. ft. of rocks. It was not possible to ascertain whether any cars or vehicles were on the road when the landslide came down, but there had been no signs of any casualties by the time a path was cleared to allow traffic to resume.

PREPARING FOR ANTARCTIC

The New Zealand Team for the Antarctic go into Training in the Alps of New Zealand's South Island

Under the leadership of Sir Edmund Hil... the New Zealand section of the Comm... wealth Transantarctic Expedition has b... carrying out intensive training for its ro... the Southern Alps of South Island. ... December, the party departs on its sixt... month expedition to the Antarctic. The M... Brun hut on the upper Tasman Glacier, ... an altitude of 5,700 ft., was used to simul... the forward depot which will be set up n... Mt. Albert Markham, between McM... Sound and the South Pole. The hut, wh... was the party's headquarters, was supplied ... De Havilland Beaver and Auster aircraft ... the R.N.Z.A.F.'s Antarctic Flight landing ... the Tasman Glacier ski grounds. Stores ... equipment were ferried from the landing area ... the Malte Brun hut by dog teams and sledg...

The twenty-two members of the gr... underwent training in all the functions ... New Zealand section will have to perfo... in the Antarctic. One of the most import... was maintaining co-ordinated radio co... munications between aircraft, radio-equipp... sledges, depot and headquarters. The pa... also received intensive training in the mana... ment of dog teams and sledges. The last ... days of the "rehearsal" were spent in li... in tents and sleeping-bags on the glacier, us... field rations, ski touring, tractor driving, ro... and ice axe technique, and surveying.

The climax of the training was a full-sc... Antarctic-type expedition across the Southe... Alps, reaching an altitude of ...,000 ft. Th... dog teams maintained radio contact an... received supplies from the air. The vi... function of the New Zealand party in th... Commonwealth Transantarctic Expedition ... is to be to establish depots of supplies betwee... McMurdo Sound on the Ross Sea and M... Albert Markham, for the use of the Brit... party on the last stages of its crossing o... the Southern continent.

NEW ZEALAND PREPARES FOR THE ANTARCTIC: The New Zealand members of the Commonwealth Transantarctic Expedition train in the Southern Alps of South Island. Dr. G. Marsh and Lieut. F. Brooke, R.N., take a dog team and sledge from the party's base at the Malte Brun hut on the Upper Tasman Glacier to the nearby ski grounds, where R.N.Z.A.F. aircraft ferried in supplies.

On right—

MEMBERS OF THE EXPEDITION AND THEIR TRANSPORT: Sir Edmund Hillary (centre), the leader of the New Zealand section, and two other members of the party pet their husky dogs. The aircraft, which brought supplies to the Tasman Glacier, is a De Havilland Beaver. On the left is Dr. G. Marsh, the chief dog-handler, and on the right, F/O W. J. Cranfield.

THE DOG TEAMS GO INTO TRAINING: Dr. G. Marsh (behind sledge) drives his team past the Hochstetter Icefall while bringing in supplies for the party. Dr. Marsh is in charge of the expedition's huskies. The Southern Alps provide the nearest approach in New Zealand to Antarctic conditions. The month's training ended a few days ago.

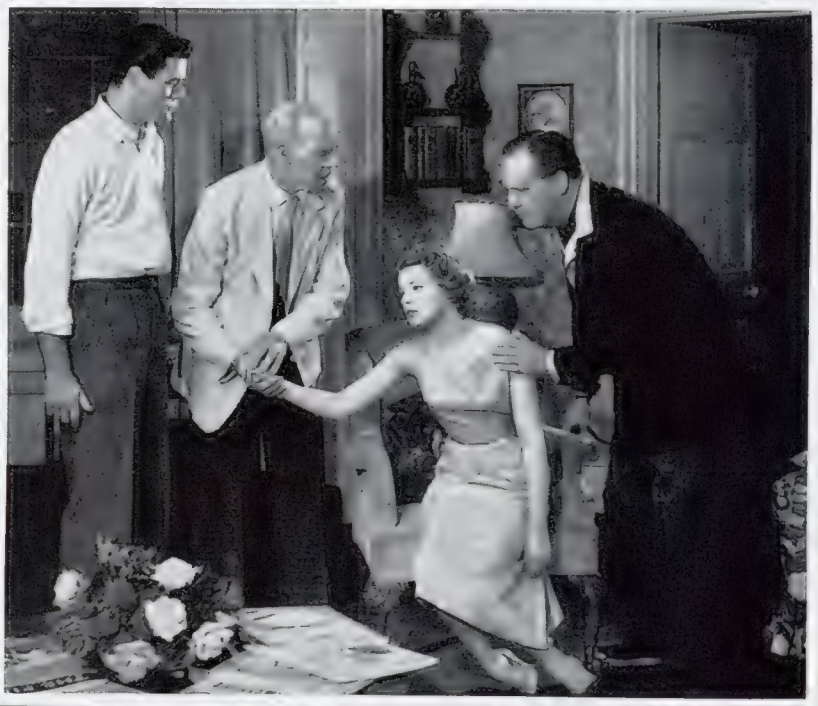
THE EXPLORERS ON THE TASMAN GLACIER: Sir Edmund Hillary and other members of the New Zealand party move along the Tasman Glacier. *On left*—The expedition's leader (right) points as he gives instructions to a sledge driver. Training with sledge teams formed an important part of the party's programme. Twenty-two men took part.

EXPRESSION IN THREE MEDIUMS

Opera and Ballet at Edinburgh; a New Play in London

A REHEARSAL OF THE HAMBURG STATE OPERA'S PRODUCTION OF "SALOME" AT THE EDINBURGH FESTIVAL: Peter Markwort (Herod) leans from his throne and Siw Ericsdotter (Herodias) sits unmoved by him as they watch Christel Goltz (Salome) begin her dance of the veils. The opera by Richard Strauss is being given at the King's Theatre. During the actual performances Salome was sung by Helga Pilarczyk. The producer was Wolf Völkar.

WOOING THE BAPTIST: Christel Goltz (Salome) sings in vain to Caspar Brocheler (Jokanaan) as he stands on the edge of the well. Behind is Fritz Lehnert (Narraboth). This scene is from a rehearsal.

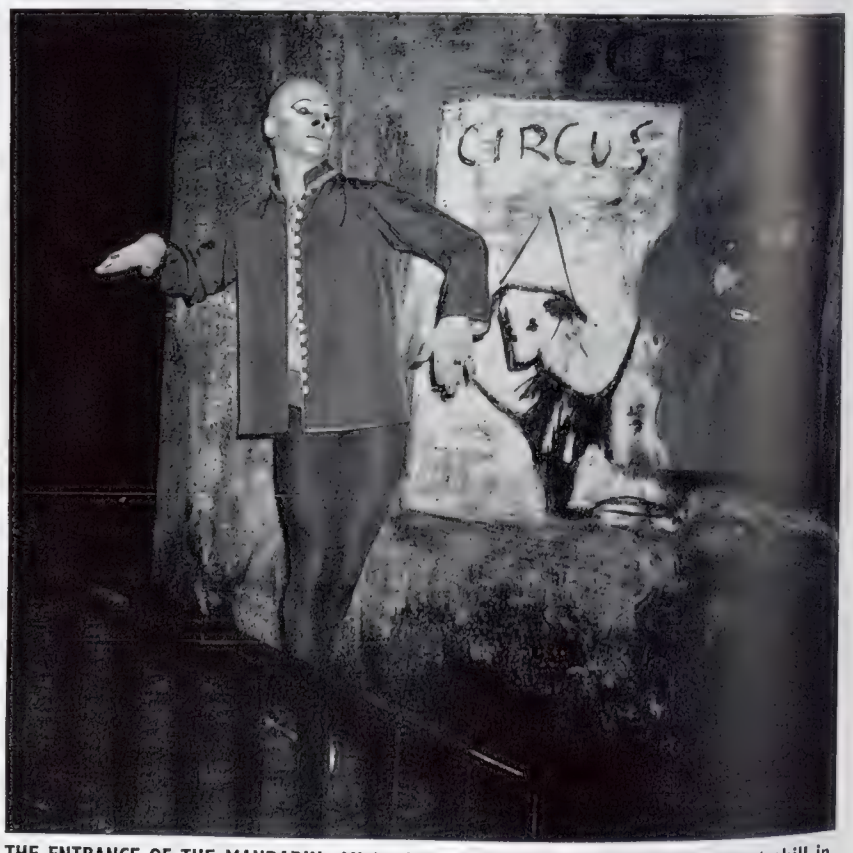


IN THE NEW AGATHA CHRISTIE THRILLER: From the left are Michael Scott, as Ted Latimer; Mary Law (Kay Strange); Gillian Lind (Mary Aldin); Frederick Leister (Mathey Treves); George Baker (Nevile Strange); William Kendall (Superintendent Battle); and Cyril Raymond (Thomas Royde). They are in a scene in *Towards Zero*, which opened last Tuesday at the St. James's Theatre, in London. The plot concerns a young man who brings his present and former wives together in a country house in Cornwall. They find themselves involved in a murder. Miss Agatha Christie now has three plays running in London. The other two are *The Mousetrap* at the Ambassadors and *Spider's Web* at the Savoy.

On left—

REACTION TO MURDER: From left to right—George Baker in the part of Nevile Strange; Frederick Leister (Mathey Treves); Gwen Cherrell (Audrey Strange) and Cyril Raymond react after the discovery of the corpse in Agatha Christie's murder play.

"THE MIRACULOUS MANDARIN" AT THE EDINBURGH FESTIVAL: The Princess (Elaine Fifield) attempts to evade the Mandarin (Michael Somes). This picture was taken during a rehearsal by the Sadler's Wells Ballet Company of Bartok's ballet which was presented for the first time at the Festival. The ballet was presented at the Empire Theatre.



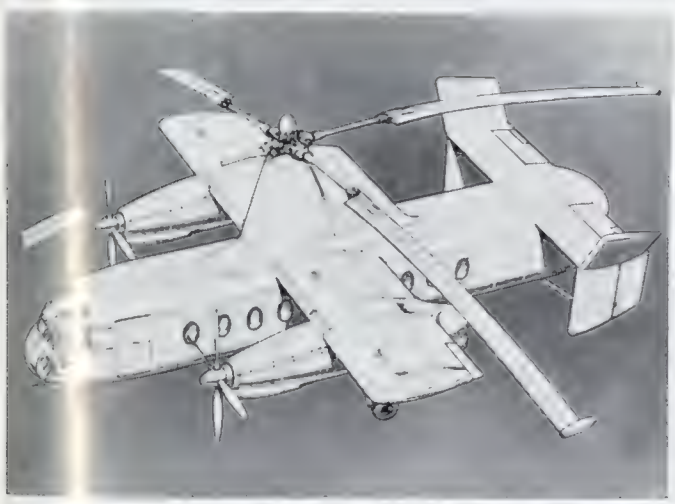
THE ENTRANCE OF THE MANDARIN: Michael Somes as the Mandarin shows great skill in the sinuous movements for which the part calls. The ballet was banned in Budapest on account of its scenario when Bartok wrote it, and has not been revived since until now. The choreography is by Alfred Rodrigues and the sets by Wakhevitch.

THE FAIREY ROTODYNE NEARS COMPLETION: Britain's new forty-seater helicopter is seen under construction at Hayes, Middlesex. The twin-jet Rotodyne has a unique method of propulsion which will give it the forward speed of ordinary transports, combined with the ability to take off and land almost vertically.

ROTORCOACH FOR THE FUTURE

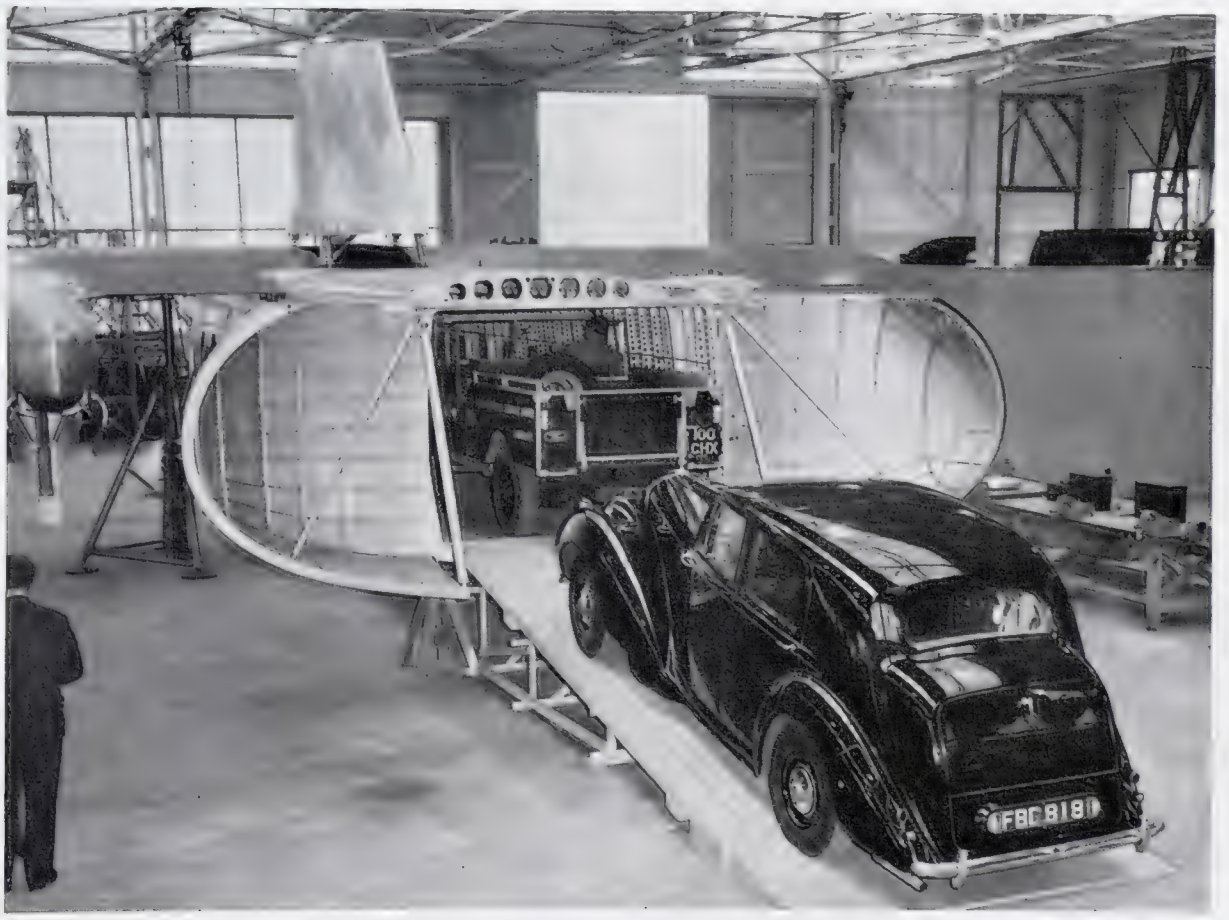
Britain's Largest Helicopter, the Fairey Rotodyne, is Nearing Completion

The Fairey Rotodyne helicopter, which at a gross weight of 39,000 lb. will be one of the largest and heaviest in the world, is a new kind of air transport. It combines the best of both fixed- and rotary-wing worlds. The Rotodyne has 3,000 cub. ft. of unobstructed capacity and a 5-ton payload. It is able to rise and descend almost vertically and fly on the level as fast as, or faster than, a Dakota. Powered by two Napier Eland turbo-props, the Rotodyne is, in fact, a convertiplane. A large four-bladed rotor is powered for take-off and landing, but "free-wheels" in cruising flight, when full power is delivered to the propellers and the fixed wing contributes 85 per cent. of the total lift. The first prototype, which is nearing completion at Hayes, Middlesex, should fly later this year. The second prototype will have a longer and deeper cabin and will be for military evaluation trials. Because of its seating capacity the nickname "Rotorcoach" has been given to the Rotodyne. This name may be truly earned in a few years' time if the future envisaged for this new helicopter comes true.



A UNIQUE CONFIGURATION: This artist's impression of the Rotodyne shows the blades on top, which are powered for take-off and landing, but which "free-wheel" in cruising flight.

THE MEN BEHIND THE ROTODYNE: Dr. G. S. Hislop (left), chief designer of helicopters, and Mr. R. L. Lickley, chief engineer of Fairey Aviation, stand by a model of the passenger-type Rotodyne. In the background the prototype can be seen under construction. It is powered by two Napier Eland turbo-prop engines.



On right—**THE ROTODYNE AS A FREIGHTER: Two vehicles are driven into the rear fuselage of the helicopter, which can hold up to three average-sized cars with twelve passengers. A light Continental-type touring coach, forty fully-equipped soldiers or four ultra-light helicopters are other loads within the capacity of the Fairey Rotodyne.**

NEW MODELS AND OLD NAMES

Improved Vauxhall Models for 1957; the New Standard Sportsman; Lanchesters to be Dropped; the Daimler Story

By "THE SPHERE" MOTORING CORRESPONDENT

IT 'S getting so that the Motor Show is the last place at which British car manufacturers announce new models! Two firms have already given details of their 1957 designs. Others, I understand, will wait until the spring.

So the exhibition, which opens at Earls Court on October 17, is likely to have as its two outstanding features "face-lifts" of existing models and the widespread adoption of automatic and semi-automatic transmission. There are likely to be few surprises.

The two firms who have just announced new models are Vauxhall and Standard. Vauxhall are continuing their Wyvern, Velox and Cresta models into 1957 with a smart new radiator common to all three, higher compression ratios, an improved Zenith carburettor and many other refinements.

The Velox is now available in two forms of station wagon: the Dormobile (£1,112 7s., including tax) and the Grosvenor (£1,126 7s.).

THE VAUXHALL CRESTA FOR 1957: Features of the new Vauxhall Cresta, Velox and Wyvern models are a new radiator grille treatment, electric screenwipers, a disc-type speedometer, an optional 7.7 to 1 compression ratio and an improved carburettor.

From the Standard company comes the Sportsman, a high-performance de luxe version of the Vanguard. It is offered for £1,231 7s., including tax (which is £292 10s. more than the ordinary model). Standard also announce an attractive new estate car model of the Vanguard for £1,148 17s. (an increase of £198 on the old Vanguard station wagon).

The new Vauxhalls have gone up in price: the Wyvern by £37 10s. (to a total of £803 17s.), the Velox by £30 (to £871 7s.) and the Cresta by £30 (to £961 7s.).

A compression ratio of 7.7 to 1 is now available. With the improved carburettor this helps to give an even livelier performance to both 4-cylinder (1½-litre) and 6-cylinder (2¼-litre) models. The makers also claim that two extra miles a gallon are available to all but the most leaden-footed drivers.

The traditional Vauxhall screen-wipers, operated from the engine, have been replaced by a two-speed electric model, and I do not suppose the most ardent Vauxhall fans will shed a single tear over the change.

The tail lamps, stop lights and reflectors are now grouped in units at each side of the car, and another interesting change is the use—for the first time in this country—of a disc-type speedometer which dispenses with the conventional m.p.h. needle. Instead, a broad orange band moves round a circular slot under the m.p.h. figures. At night the orange band is lit from the back. I think the makers are right in claiming that the new speedometer is easier to read. This, in a small way, will help road safety.

The Luton firm offers a wide range of new colours. In the case of the two cheaper cars they are single colours but the Cresta has two-tone, three-phase finishes, by which I mean there is a chrome-bordered panel along each side of the Cresta finished in a colour contrasting with that used for the rest of the body.

Five different trim materials are used in the Vauxhall range: leather, nylon, Vynide, Elastofab and Tygan. Of these the two last named are new to Vauxhall. Elastofab is a plastic-coated, stocking-knitted fabric which looks like leather and can be cleaned with soapy water. It is used in the Cresta in conjunction with a nylon fabric which has gold and silver threads to give an attractive lustrous effect.

Tygan is used on the Wyvern and Velox models in conjunction with Vynide. It is a tough plastic yarn woven into a pattern with rayon and processed with a silicone finish. I don't know what all that means, but I thought the ladies might like to know. The Grosvenor Carriage Co. claim for their Velox estate car that it can be transformed from a six-seater car into a "luxury double bed" in four seconds. Alternatively, by folding the rear seat squab forwards, you get a flat luggage platform measuring 17½ sq. ft. The other Velox station wagon, the Dormobile—offered by Martin Walter Ltd.—is similarly useful.

TRAFFIC CONTROL BY TELEVISION: This Durham policeman is watching a television screen which tells him of traffic conditions in areas out of his sight. It is linked with television cameras on two bridges.

The new Vanguard estate car, which costs a little more than the Vauxhall station wagons, though not much, has a tail gate which splits across the middle, with hinges top and bottom. The lower gate can be left open to add greatly to the space available inside the car. With the back seat folded down this totals 50 cub. ft.

The new Vanguard Sportsman has aroused a lot of interest. It has an impressive performance—a top speed of 95 m.p.h. in overdrive top as well as lively acceleration—and looks smart in its two-tone colour schemes.

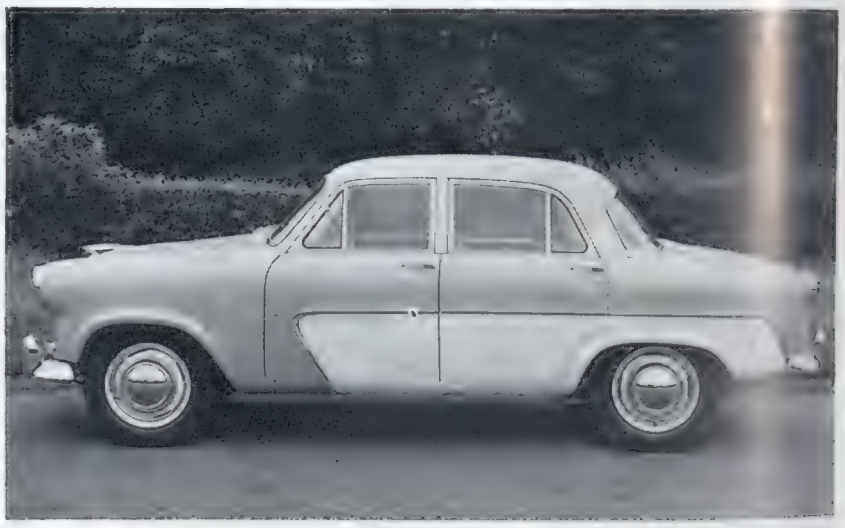
The Laycock-de Normanville overdrive unit is fitted as standard and operates on top and middle ratios, thus giving a choice of five gears. The engine, basically the same as that in the standard model, has a compression ratio of 8 to 1 compared with 7.5 to 1 on the ordinary Vanguard. It also uses a twin S.U. carburettor which helps to get the car up to 60 m.p.h. through the gears in 15 seconds. Brake horse-power is 90—an increase of 22 on the standard model.

The makers claim 82 m.p.h. in direct top and 65 in second gear with the overdrive on. Yet petrol consumption, they say, is at the rate of 28 to 32 miles per gallon, according to how you drive.

This handsome new sports saloon should have a big appeal in overseas markets, and that is a very important point. Motorists abroad will appreciate the luxurious interior finish: the use of high quality hide for seats, doors and facia; the leather-covered Dunlopillo crash pads at the top and bottom of the facia; the wide, folding armrests front and back; the thick carpets with felt under-lay; and the effectiveness of the soundproofing.

The Sportsman has a radiator of entirely different design from that of the standard model. It will make identification a simple matter. The grille has vertical slats and the more observant will notice, at the top, a "globe" motif similar to that used on Triumph cars. And thereby hangs a tale; for it was the Standard Company's intention, originally, to market this car as a new Triumph Renown. The Sportsman has massive, wrap-round bumpers with substantial over-riders. A courtesy light comes on automatically whenever any of the doors is opened and the instrument panel is deeply cowled to prevent its light reflecting on the screen at night.

Normal equipment includes tubeless tyres, electric clock, cigarette lighter, two sun visors, washable headlining fabric and screen-washers. Back seat passengers will appreciate the fact that there are separate hot air ducts for their special benefit.



A SPORTING VANGUARD: For 1957, the Standard company are offering their Sportsman, a new version of the Vanguard. It has a two-tone colour scheme, a luxurious interior, a new radiator grille, Laycock-de Normanville overdrive, and a top speed of 95 m.p.h.

It is now my sad duty to record the death of a British car and the possible disappearance from British motoring of a name that has been famous down the years. For the new board of the Daimler Company have announced that they are dropping the Lanchester Sprite.

"We have decided," said Mr. John Sangster, the new B.S.A. chairman, "to concentrate the whole of the company's motor-car manufacturing facilities on the production of traditional high-class Daimler cars."

This means that Daimlers are withdrawing from the "medium" car market, though it is expected that the 2½-litre Conquest and Century models will continue in production. The Lanchester Sprite was first announced at the 1954 Motor Show. It was to have had a 1.6-litre engine and automatic transmission.

Production difficulties prevented Daimlers from putting the Sprite on the market, but these were recently overcome and a big publicity campaign was prepared. The Sprite was listed at £1,300, including tax.

It will be a great pity if the name Lanchester does disappear from British motoring, for it has always been synonymous with advanced automobile engineering. It was in 1895 that Dr. Fred Lanchester and his brother Frank—who is still alive and well—built their first car. It had the distinction of being the first petrol-driven four-wheeled car ever made in this country. The Lanchester Company was absorbed by Daimlers in 1931.

Mr. Sangster's recent announcement gave rise to rumours that Daimlers would in future be built only to order. But after the new chairman had conferred with trade union chiefs these reports were contradicted. "We are, in fact, already planning increased production and the employment of more workpeople," said a Daimler spokesman.

The Daimler Company was formed in 1896. It was the first British firm set up specifically for the manufacture of cars. Chief architect in its creation was Mr. F. R. Simms, who also played a leading part in the establishment of both the R.A.C. and the Society of Motor Manufacturers and Traders.

Mr. Simms had bought for use in Britain certain patents of the German Daimler undertaking. Before long, however, the British firm was using its own designs.

Ever since King Edward VII, when Prince of Wales, bought a 2-cylinder Daimler in 1900 this make of car has always been popular with Britain's Royal Family. There are still Daimlers in the Royal mews.

King George V was known to be very fond of his Daimler limousine and Queen Mary continued to use one long after the King's death. It was ancient and old-fashioned, standing high off the ground, but Queen Mary would not change it for any car of newer design.

The Daimler story is part of the history of automobilism in Britain. It will be a splendid thing if the new management succeed in reviving the firm's old glory.

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Steel and Concrete

A Dutch Tunnel and a Highgate Escalator ; Testing Rockets and Cars in America

On left—

HOLLAND WINS ANOTHER VICTORY OVER HER OLD ENEMY: This tunnel under construction beneath the Noordzee Canal, near Amsterdam, will soon be ready to take road traffic. It represents another defeat for the waters that have been Holland's enemy for centuries. The concrete wall, which was the final barrier blocking the tunnel, was removed in the presence of Mr. J. Algera, the Dutch Minister of Roads and Building. Separate lanes will cater for motor vehicles, cyclists and pedestrians. The canal runs between Amsterdam and the village of Ijmuiden, on the North Sea. Traffic wishing to cross it in the past has had to use the very slow ferries. This has caused great hold-ups on the road which the canal cuts—the main link between Haarlem and Alkmaar. Visitors from abroad making for the northern provinces of Holland will be among those who will benefit from the saving in time.

A CONCRETE STRUCTURE FOR TESTING AMERICAN MILITARY ROCKETS: The picture shows a realistic model of a massive reinforced concrete rocket-testing stand which is being erected at Edwards Air Force Base, in California. The platform on the left has recessed into it what is probably a sunken test-bed for rocket motors. One of the large vehicles near the railway sidings appears to be carrying a rocket of enormous size. Edwards Air Force Base has now become the foremost centre in the United States for the testing of new military devices.

A NEW ESCALATOR FOR A LONDON TUBE STATION: Within this steel framework at Highgate Tube station is part of a tunnel which will contain an escalator to carry passengers down from street-level to the booking hall. The escalator, 168 ft. long, will be completed by August 1957. The work was begun before the last war. Another escalator "going up" will be installed at a later date.

On right—

A TRACK FOR TESTING THE PERFORMANCE OF NEW AMERICAN CARS: This testing track has recently been completed at the General Motors Proving Ground, at Milford, Michigan. It is claimed to be the finest of its kind in America. The roadway has six lanes and is three miles long. Banked turns at each end connect the two level stretches. The turn shown in the picture rises in a gradient of 1 in 10.

The World of Books—By VERNON FANE

THE DRAMA OF THE COMMONPLACE

New Novels of Many Kinds and Set in Many Parts of the World Include an Excellent and Restrained Story of Everyday Experience

THERE are domestic dramas no less acute and profound in their effects for being conducted in an atmosphere of polite convention and there are novels that remain in the memory as vividly, for all their quietness of tone, as their more pyrotechnical contemporaries. Miss Alice Acland, for instance, has written a mannerly and even subdued story about a married couple, a young girl who loves the husband and a young man who would be an infinitely better object for her affections. No more original, it might be said, than the plot of the Three Bears, but this is a case in which style and perception count for at least as much as content.

A SECOND CHOICE (Constable. 15s.) is a book that is neither explosive nor shocking. It is quiet, restrained and sober, and it is also continuously interesting, just as an account of what had happened to a number of close friends would be. A marriage may be breaking up through indifference on one side and repression on the other; a girl is in danger of making more than a fool of herself; a boy is faced with a decision in love and a decision in his career. All this is small enough stuff and within our everyday experience as far as friends and neighbours are concerned. But it is also vital stuff, for these are problems that do face people from time to time. Miss Acland's novel is an affirmation of the human rather than the commonplace and of sensibility equally with sense.

Spain, France, America, Russia, India: the settings of the rest of the novels this week are as varied, and in some cases as exotic, as one could wish. But the talent is uneven. Mr. Peter de Polnay's new novel is about a bullfighter, a man of Seville whose fame is widespread in Spain and even in Mexico. He is a wonder of a *torero* and he is also very, very weary at the idea of confronting even one more bull. He is rich, he has no particular attachment to his mistress and it seems to him an excellent idea to resign from bullfighting, abdicate from his high position, leave his reputation in the hands of the *aficionados* and go to England for an indefinite stay. In other words, to find a little peace and quiet. His mother had been a servant in the house of an Englishwoman with a Spanish husband, and England had always appeared to him in the most sympathetic of lights. Besides, he was sick to death of bulls and in England there was a splendid organisation called the R.S.P.C.A. which would effectively solve all his problems by preventing him from so much as tickling one with a dart.

THE SHORN SHADOW (W. H. Allen. 12s. 6d.) is often highly amusing and it is never without point, but what makes it the book it is, lies in Mr. de Polnay's fundamental understanding of the Spanish character. The contrast between the thin, tweedy Englishwoman, a fervent supporter of the Society before mentioned, and the Andalusian lady with "everything an Andalusian could wish for" is beautifully pointed and I will not spoil your fun by telling you which one wins in the inevitable contest. It is enough to say that their attitude to *corridas* is equally unenthusiastic—and for different reasons. An amusing novel, and one that tells one far more about Spain and its controversial sport than half a dozen earnest guide-books.

TEN DAYS IN AUGUST (Cassell. 15s.) is a story of Paris at the time of the Liberation, told from the standpoint of the Resistance within the city, and the organisation of the final revolt against the Germans. This was highly competent and its chain of command complete from the top to the lowest man in the echelon. Only its liaison with London and with the French Provisional Government there left something to be desired, since the Resistance knew the situation in Paris but did not know the Allied plans, and the Provisional Government knew the Allied plans but not the situation in Paris.

Mr. Bernard Frizell has written about that decisive period between August 16 and 25, 1944, when Hitler's orders to von Choltitz were to reduce Paris to a pile of rubble and when the men and women of the Resistance within the city were awaiting the advance of the Allied spearhead troops.

Through the experience of two young people, both deeply involved in the struggle for freedom and risking their lives for it hour by hour, the author has shown the wider picture of those days of almost unbearable tension. The device, in this case, is a good one and the novel has a pace and a directness of expression that are suited to its sometimes savage, sometimes heroic theme.

THE WILLING FLESH (Weidenfeld and Nicolson. 16s.) shows another theatre of war, and shows it from the German angle. Herr Willi Heinrich has chosen the German retreat from Russia as the subject of his long and powerful novel, the translation of which has been made by Richard and Clara Winston. The author has re-created something of the relentless horror, loneliness, injustice and pain of war for the imagination of his readers. He writes of the period after Stalingrad and in particular of a German platoon cut off behind the Russian lines in the Kuban bridgehead by the Black Sea. His hero is a corporal who finally leads his men back to their own lines and whose horror of sentiment (not that I thought he was in much danger from it) emphasises his tough, cynical manner. The novel is not easy going but it is highly dramatic.

THE PRISONERS (Gollancz. 13s. 6d.) is a first novel by a young American writer, Mr. Evans Harrington. It deals with the sombre subject of an American penitentiary in one of the Southern states and a prisoner who attempts to escape from it. Although he has been rightfully convicted he has already served three years of his five-year sentence and is due for parole. When his application is refused, mostly as a result of state politics and their repercussions on prison politics, he makes his break, is badly wounded, recaptured and, instead of the parole, receives a savage whipping. Mr. Harrington makes the point well enough that the effect of the brutality as well as the harshness of the prison system is felt not only by the men under sentence but by all the prison officials, from the warders to the chaplain, and not excepting the wives and families of the men who administer the prison. He writes with a deliberate simplicity that is rather telling and with a feeling that is unmistakably genuine.

A FAMOUS AMERICAN FRIGATE CAPTURES A FRENCH MAN-O'-WAR: This painting is by Montague Dawson, whose work is well known to "Sphere" readers. It has been presented to the White House by Governor McKeldin, of Maryland. The canvas shows the Baltimore frigate U.S.S. *Constellation* engaged in a duel with the French *L'Insurgente* during the war between France and the United States in 1799-1800. After an hour's combat, *L'Insurgente* was taken. *Constellation* was built as a thirty-six-gun frigate in 1797. She was blockaded in Norfolk, Virginia, by British warships in the War of 1812, but saw service against the Barbary pirates with Decatur's squadron in 1815.

The next four books are stories of adventure in different parts of the world and they range from foreign intrigue, beautiful women and stolen diamonds to the bluff exploits of an Australian at sea. THE FINAL RUN (Secker and Warburg. 10s. 6d.) deals with illicit traffic between Venice, Trieste and a Yugoslav town. I recommend it confidently, not only to holidaymakers and train-travellers, but to anyone who enjoys the distraction of a story in which it seems important to discover whether the hero survives all the hazards he meets. Mr. Douglas Sanderson quite evidently knows the region of which he writes, although one can hope that most of the characters are inventions of his well-developed imagination. The exception might be the hero himself, a present-day mercenary, as he admits, with the fighting qualities that such a career demands.

With diamonds hidden in the heels of his shoes, he crosses frontiers, bribes guards, fights out of tight corners, discards a beautiful mistress, falls in love and generally disports himself in the best traditions of the game. He is the narrator of the story and in sentences of record brevity, Mr. Sanderson sees him through to a far from bitter end.

SURABAYA (Cassell. 10s. 6d.) is also concerned with treasure, this time the buried kind, and with an adventurer and his extremely decorative mistress who both have ideas about finding it. Mr. Grant Holmes writes crisply about the exploits of his unconventional group of characters who include Indonesians, Americans and Chinese. He has evoked the atmosphere of oppressive heat, Eastern formality and deviousness, and constant tension, very effectively.

COMMANDER BRADY (Constable. 13s. 6d.) pursues the adventures of a sailor in the Royal Australian Navy who, from the lower-deck existence of a previous novel has graduated with something of a flash and a bang to the rank of Lieut.-Commander with a destroyer called *Circe* in the China Sea in wartime. Mr. J. E. Macdonnell has created a real personage in Jim Brady. He is in a sense a hero without any of the obvious heroic trappings, a chap we might all know and come to respect for his performance of duty and never for the ballyhoo of glamour. As we have come to expect in the very best books about the sea, it is the technicalities themselves and their perfectly lucid explanation that make up a great part of the novel's attraction. Mr. Macdonnell writes of these things like an expert.

TRAIN TO PAKISTAN (Chatto and Windus. 12s. 6d.), by Khushwant Singh, is an exciting novel on two levels. It is a story of murder and riot in a tiny village on the frontier between India and Pakistan, and it is also a survey of the violently conflicting loyalties of Muslims and Hindus in the tragic summer of 1947 after the partition. In this village Muslims have always lived peaceably with Sikhs, and not even the partition of India has affected that calm till a train arrives at an unscheduled hour and is found to have a tragic cargo of dead Sikhs. Khushwant Singh writes evocatively of his country.

SHORTER NOTICE

Three more volumes can now be added to the considerable library of books on Himalayan mountaineering. TENTS IN THE CLOUDS (Collins. 18s.) is by Monica Jackson and Elizabeth Stark, who last year were members of the first all-women expedition to climb in the Himalaya. The photographs they took enhance their unique and adventurous record. Another woman mountaineer, the famous Madame Claude Kogan, is part-author with the equally famous Raymond Lambert of WHITE FURY (Hurst and Blackett. 18s.). They tell of the Swiss expedition's attacks on Gaurisankar and Cho Oyu. TO KISS HIGH HEAVEN, by J.-J. Languepin (Kimber. 21s.), is the tragic story of how eight young Frenchmen attempted to scale Nanda Devi five years ago. Their efforts ended disastrously with the deaths of two of the mountaineers.

The Gold Coast is an area of the British Commonwealth which has recently decided for itself the form of its future political development. BLACK POWER, by Richard Wright (Dobson. 25s.), is a survey of the country and its background. The author is an American Negro, who is often controversial in his opinions. But he is also informative and his book is an important contribution towards understanding present-day Africa.

Australia a hundred years ago and more is the theme of CRY OF THE DINGO, by Conrad Phillips (Barker. 15s.). He tells the dramatic story of the bushrangers, those bands of men reared in the atmosphere of the penal settlements whose exploits thrilled and terrorised their contemporaries.

Coming nearer home and to our own times, Stephen Rynne takes us on a magnificent tour in ALL IRELAND (Batsford. 21s.). The emphasis is on the fact that in both the Republic and the Northern Six Counties the inhabitants are Irish, and Mr. Rynne shows them all as highly individual people living in a romantic land. The photographs are splendid.

"Intimate Recollections" is the sub-title of Queen Alexandra of Yugoslavia's FOR A KING'S LOVE (Odhams. 21s.). Historians may find something of interest in the record of the political events which led to the exile of her husband, King Peter, by Marshal Tito. In the later chapters the Queen spares readers few details of her private life and describes at length her breach and eventual reconciliation with the King.

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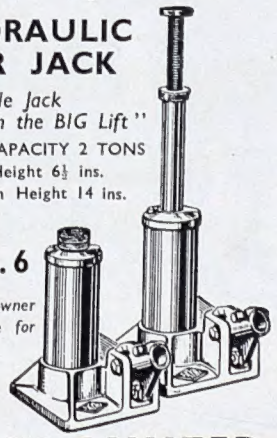

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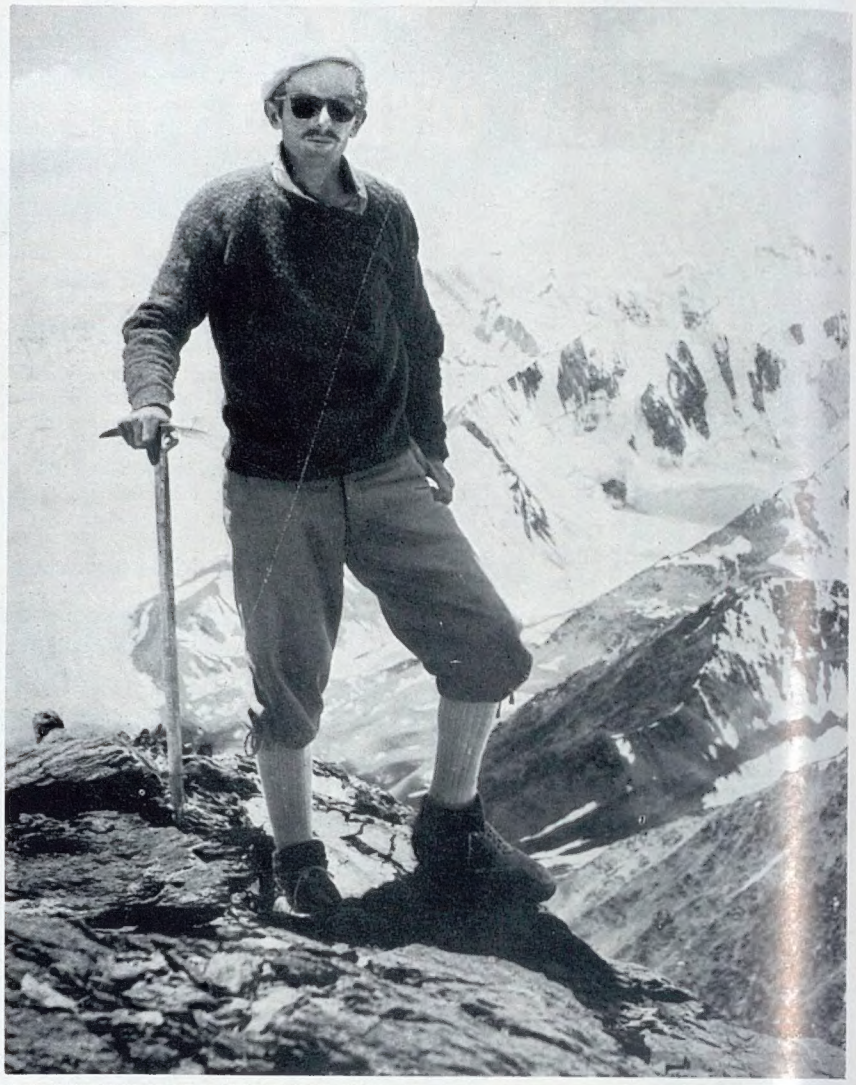
A Team of Three British Climbers has Ascended Ten Himalayan Peaks in Ten Weeks



THE CONQUEROR OF A HIMALAYAN PEAK: Mr. Peter Holmes stands on the summit of the Dibibokri Pyramid, a 21,400-ft. peak in the Himalayas. Twenty-three years old, Mr. Holmes was the first man to climb this mountain. He was the leader of an expedition of three Britons which scaled ten hitherto undefeated-peaks in ten weeks. His companions were his wife Judy, and a friend, Mr. Garry Walker, aged twenty-one. All come from Cambridge. The other nine peaks had no names, but one was 100 ft. higher than the Dibibokri Pyramid. Six of them were between 21,000 and 21,500 ft. in height. All were in the Ratang Parbati region of Spiti, 200 miles north of Delhi. The party returned to Delhi late in August.

THE MOUNTAINEERS MAKE FRIENDS: Mr. Garry Walker, second from right, and Mrs. Judy Holmes, wife of the expedition's leader, pose with some inhabitants of the Lahul Valley while on their way to Spiti. The ten peaks scaled by the climbers were in this area. On the extreme left is Mr. Pran Nath, an Indian Government liaison officer.

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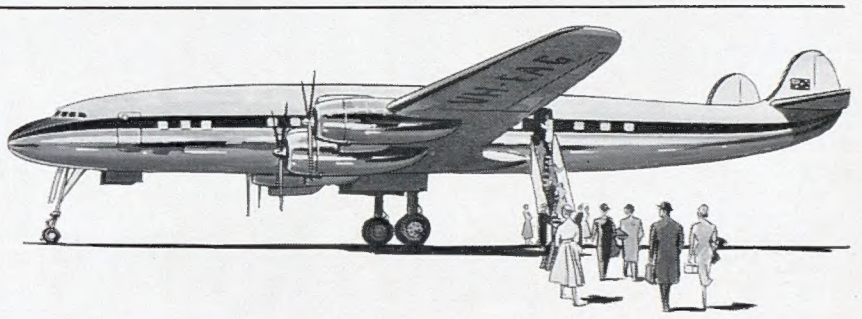

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